

BOARD OF SUPERVISORS

Brown County



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PLAN, DEV. & TRANS. COMMITTEE

Bernie Erickson, Chair
Dave Kaster, Vice Chair
Dave Landwehr, Norbert Dantine, Tom Sieber

PLANNING, DEVELOPMENT & TRANSPORTATION COMMITTEE

Monday, April 24, 2017

Approx. 5:15 PM (Or to follow Land Con)
Annual Town Advisory Meeting to Follow PD&T
Brown County Public Works Department
2198 Glendale Avenue – Howard, WI

NOTICE IS HEREBY GIVEN THAT THE COMMITTEE MAY TAKE ACTION ON
ANY ITEMS LISTED ON THE AGENDA

****NOTE TIME AND LOCATION****

- I. Call Meeting to Order.
- II. Approve/Modify Agenda.
- III. Approve/Modify Minutes of March 27, 2017.
- IV. Discussion of May meeting.

Comments from the Public

1. **Review Minutes of:**
 - a. Planning Commission Board of Directors (February 1, 2017).
 - b. Planning Commission Board of Directors Transportation Subcommittee (Sept. 19, 2016).
 - c. Revolving Loan Fund Committee (March 14, 2017).
 - d. Solid Waste Board (February 20, 2017).
 - e. Transportation Coordinating Committee (December 5, 2016).

PUBLIC HEARING (5:15 p.m.): Regarding the Brown County Farmland Preservation Plan 2017-2027.

Airport

2. An Ordinance to Amend Section 25.09 of Chapter 25 of the Brown County Code of Ordinances Entitled "Conveyors of Public Transportation".
3. Airport Budget Status Financial Report for March 2017 – Unaudited.
4. Departmental Opening Summary.
5. Director's Report.

Register of Deeds

6. Register of Deeds Budget Status Financial Report for March 2017 – Unaudited.
7. Register of Deeds Annual Report.

Planning and Land Services

Land Information – No agenda items.

Planning Commission

8. Resolution Adopting the Brown County Farmland Preservation Plan 2017-2027.
9. Update regarding development of the Brown County Farm Property – standing item.
10. Planning Budget Status Financial Report for March 2017 – Unaudited.

Property Listing

11. Property Listing Budget Status Financial Report for March 2017 – Unaudited.

Zoning

12. Zoning Budget Status Financial Reports for March 2017 – Unaudited.

UW-Extension

13. UW-Extension Budget Status Financial Report for March 2017 - Unaudited.
14. Budget Adjustment Request (17-27): Any increase in expenses with an offsetting increase in revenue.
15. Budget Adjustment Request (17-30): Any increase in expenses with an offsetting increase in revenue.
16. Budget Adjustment Request (17-31): Any allocation from a department's fund balance.
17. Budget Adjustment Request (17-33): Any increase in expenses with an offsetting increase in revenue.
18. Resolution re: 2016 Balanced Budget Adjustment – UW Extension portion.
19. Director's Report

Port & Resource Recovery

20. Port Budget Status Financial Report for March 2017 – Unaudited.
21. Resource Recovery Budget Status Financial Report for March 2017 – Unaudited.
22. Director's Report.

Public Works

23. Initial Resolutions Authorizing the Issuance of Not to Exceed \$9,525,000 General Obligation Corporate Purpose Bonds of Brown County, Wisconsin in One or More Series at One or More Times.
24. Summary of Operations.
25. Director's Report.
26. 2016 Annual Financial Report.

Other

27. Acknowledging the bills.
28. Such other matters as authorized by law.
29. Adjourn.

Bernie Erickson, Chair

Attachments

Please take notice that it is possible additional members of the Board of Supervisors may attend this meeting, resulting in a majority or quorum of the Board of Supervisors. This may constitute a meeting of the Board of Supervisors for purposes of discussion and information gathering relative to this agenda.

**PROCEEDINGS OF THE BROWN COUNTY
PLANNING, DEVELOPMENT & TRANSPORTATION COMMITTEE**

Pursuant to Section 19.84 Wis. Stats., a regular meeting of the Brown County Planning, Development & Transportation Committee was held on Monday, March 27, 2017 in Room 161, UW Extension, 1150 Bellevue St.

Present: Supervisors Bernie Erickson, Dave Kaster, Dave Landwehr, Tom Sieber, Norbert Dantine
Also Present: Supervisor Lefebvre; UW-Extension Judy Knudsen, Port & Resource Recovery Mark Walters, Public Works Director Paul Fontecchio, Planning Director Chuck Lamine, Zoning Administrator Bill Bosiacki, Airport Director Tom Miller, Director of Administration Chad Weininger and other interested parties.

**Audio of the meeting is available by contacting the County Board office (920) 448-4015.*

I. Call Meeting to Order.

The meeting was called to order by Supervisor Erickson at 7:02 p.m.

II. Approve/Modify Agenda.

Motion made by Supervisor Dantine, seconded by Supervisor Sieber to approve. Vote taken. **MOTION CARRIED UNANIMOUSLY**

III. Approve/Modify Minutes of February 27, 2017.

Motion made by Supervisor Kaster, seconded by Supervisor Dantine to approve. Vote taken. **MOTION CARRIED UNANIMOUSLY**

IV. Approval of Highway location for April meeting with a start time at approximately 5:15pm.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to approve. Vote taken. **MOTION CARRIED UNANIMOUSLY**

Comments from the Public None

1. Review Minutes of:

a. Harbor Commission (January 9, 2017).

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to receive and place on file. Vote taken. **MOTION CARRIED UNANIMOUSLY**

b. Revolving Loan Fund Committee (September 29, November 11 and December 16, 2016).

Landwehr believed there were past discussions regarding receiving minutes more timely. Lamine informed this committee saw these minutes as preliminary. Revolving Loan Fund Committee didn't meet often so they were seeing the draft minutes until approved by the committee, which were then brought back.

Motion made by Supervisor Dantine, seconded by Supervisor Landwehr to receive and place on file. Vote taken. **MOTION CARRIED UNANIMOUSLY**

Communications

2. Communication from Supervisor Becker re: Per the request of the Town of Pittsfield, move County Rd U to Old 29. Held for one month.

Director of Public Works Paul Fontecchio informed he had spoken with Becker. He asked that this item be received and placed on file as they will be dealing with this in a month or two.

Motion made by Supervisor Dantinne, seconded by Supervisor Kaster to receive and place on file. Vote taken.
MOTION CARRIED UNANIMOUSLY

UW-Extension

3. Budget Status Financial Report for February 2017 (Unaudited).

Motion made by Supervisor Dantinne, seconded by Supervisor Sieber to receive and place on file. Vote taken.
MOTION CARRIED UNANIMOUSLY

4. Director's Report.

Knudsen informed they had a farm reserved for "Breakfast on the Farm" for June 18, 2017. It took some media to create awareness that they had challenges finding a farm for this year. Tom and Mike Gerrits were hosting. If they have troubles finding a farm in the future they may host "Breakfast at the Park" as they had other viable options. The Extension talked to the Neville Museum about doing something smaller scale in their parking lot on June 3rd. An ice-cream event to announce that part of the UW-Extension staff will be temporarily located at the Museum and to do some agricultural activities to reach the urban population.

Knudsen spoke to the temporary move of UW-Extension educators & staff (handout provided and attached). The Neville was excited to have them and the opportunity for partnership. UW-Green Bay was also happy, with all the work they were doing in regard to water quality issues. It will be a great opportunity to build relationships and offer community outreach. They had plans to be out of the current UW-Extension building by the 2nd week in May. The memorandum of agreement that they were working with the school district will allow them to maintain access to the grounds, the greenhouse, the shed and hopefully Donovan Hall until the new building is built so they can continue to do some of their programming.

UW-Extension is beginning the reorganization process for Cooperative Extension at the state level. It won't impact very many of Knudsen's staff because most were on external funds. Brown County will stay as a single county as well as Milwaukee, Dane and Waukesha. Virtually all of the other counties were going into clusters of 3-5 counties. They don't know what will happen staffing-wise with educators.

Motion made by Supervisor Dantinne, seconded by Supervisor Kaster to receive and place on file. Vote taken.
MOTION CARRIED UNANIMOUSLY

Port & Resource Recovery

5. 2016 Port Annual Report.

Resource Recovery Business Development Manager Mark Walter informed this was their overview of what they had done over the last year, giving an idea of what the Port had moved through their facilities. They had done it up a little differently for outreach to the public. He briefly detailed what could be found in the report. Most importantly it laid out goals for 2016, what they accomplished and it looked forward into 2017 in terms of what they were trying to do. A lot of it had to do with diversifying the Port, trying to get it to be a little more accurate.

Motion made by Supervisor Sieber, seconded by Supervisor Landwehr to approve. Vote taken. MOTION CARRIED UNANIMOUSLY

6. Budget Adjustment Request (#17-18): Any allocation from a department's fund balance.

The west end of the Cat Island Restoration project is near the navigational channel. The Harbor Commission and

terminal operators have identified this location for a landmark. The proposed landmark would serve as a “welcome” and “farewell” sign to the commercial and recreational boaters of the Port of Green Bay. Development of a firm cost estimate will not exceed \$5,000 with the source of funding being the Harbor Fee. The Harbor Fee is by resolution of the County board. The Harbor Fee generates approximately \$80,000/year from users of the Port (terminal operators). The use of the Harbor Fee is at the discretion of the terminal operators.

Landwehr had some history in this industry from many years ago. His question was related to working with a specific sign company for something that was really just structural engineering type work. He didn't know if that was necessarily the best fit and felt they would steer them in a certain direction. Nothing against what they did, they are good at what they do but he felt there might be other avenues and save them the money on it. Walter informed they had somewhere in the neighborhood of \$10,000 in work that had already been done by them without any cost to the Port between the artist and Jones putting together some original work and this was to tighten up what they actually done without any cost to date. Their terminal operators indicated they could spend up to \$20,000 of their harbor fees to get preliminary design work and other stuff done. Landwehr informed they never charge because they want to sell a sign in the end. Walter stated that they were fully aware that weren't actually looking at a sign, the design was more of a 3-dimensional 20-30' tall structure that would be a way of welcoming people into the port and waving goodbye as they went out. It was something that fit in with seafaring, moving water, etc. They were tightening down the cost estimate and they had to go out for bid for final design work and construction. They've been told that they may not win the bid. Landwehr's point was well taken; Walter and Erickson informed that this same discussions were held at Harbor Commission.

Replying to Sieber, Walter guaranteed they would never come back for a budget request to take money from the general fund now that the Port had segregated funds, only in terms of taking money from that fund as the match but nothing more than what was in the fund. In this case it would fit their budget or they won't do it. There as about \$400,000 in the budget right now. The most they had taken out in a year was for the Cat Island project. There was a local share match required as part of it. That came from a variety of different sources including \$480,000 from this fund. He reiterated that the terminal operators had control over what the fund was used for.

Motion made by Supervisor Sieber, seconded by Supervisor Dantine to approve. Vote taken. MOTION CARRIED UNANIMOUSLY

7. **Director Report:** Walter spoke to the Director's Report located in the agenda packet material.

Motion made by Supervisor Landwehr, seconded by Supervisor Sieber to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY

Public Works

8. **Summary of Operations:** Public Works Director Paul Fontecchio spoke to the Summary of Operations located in the agenda packet material.

Motion made by Supervisor Sieber, seconded by Supervisor Kaster to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY

9. **Director's Report.**

During their managers meeting today, Fontecchio was informed by his superintendents that summer started tomorrow. They were going to be closing CTH D for pipework so their construction operations were starting up.

Fontecchio informed that in October they stated that come March they would give the committee an update on how well the changes went with the snowplow. His Director's Report predominately spoke to this. He briefly highlighted a few things and noted that they had set four goals which he believed they achieved very well. Plowing routes went very well; more importantly the split scheduling did as well. The level of service, they went from 4 trucks at night to 17 and that really showed.

Fontecchio stated that it was very hard to nail down good metrics for how you compare a storm to a storm and a season to a season. He provided in his report a 'Two Day Storm Event' chart to show the changes in the number of overtime shifts per two-day storm events and cost savings associated with overtime reduction, which reflected a 44% reduction in overtime dollars. This was just a snapshot of things. He informed that when looking at the dollars they spent a lot more money this year on salt. The big thing he focused on were the changes they were proposing to make for 2017-2018, a preview of where they were going in 2018 with regard to plowing was detailed in his written report.

Fontecchio added that if PD&T needed a space for meetings they were welcome to use the Highway facilities.

Motion made by Supervisor Sieber, seconded by Supervisor Dantine to receive and place on file. Vote taken.
MOTION CARRIED UNANIMOUSLY

10. **Recommendation and Approval for Brown County Courthouse Dome Repairs and Restoration – Project #2127.**

Fontecchio informed that part of the bid process there was an approved bidder process beforehand so they approved the bidders and they actually vetted a number of them out before that and that's how it got down to 2 bidders.

Supervisor Lefebvre stated that with it being real copper, she was informed that if they let it go green it would seal it even more. She suggested that he look into it as it might be better to let it go green. Fontecchio replied that he heard that but at the Executive Committee the discussion came up and it was to keep it shiny and seal it every 6 or 7 years.

A lengthy discussion ensued with regard to determining the lowest bidder, Sieber noted that it looked like they could get everything done cheaper if they went with #2 and normally they always went with the lowest bidder. Fontecchio stated that was correct if they accepted everything. There were some inconsistencies in the bid, some of tabulations he wasn't very comfortable with even after he called them and brought it up. Fontecchio informed that from a bidding point of view he felt it was always good practice to look at the base bid and their decision was weighed heavily on the base bid. The fact that the base bid was lower and they didn't need #3, their recommendation was to go with Structural. They didn't need the full depth repair on something that wasn't structural or exposed to the weather. Speaking further to Sieber's concerns, Fontecchio stated the question really was what was the lowest bid? With bids this close, they could pick and choose alternatives, and that's why he didn't like the alternatives being even a factor. He added that they ran this past Purchasing and Corporation Counsel.

Dantine and Kaster believed the bid should go to the lowest qualified bidder.

Landwehr stated he had been dealing with this for 22 years and agreed with Fontecchio that generally it was the based bid; it was the norm for the most part, generally though they just ask that that be spelled out in the bidding documents. Fontecchio responded that that was the thing he felt was lacking personally but he didn't catch it. If this were on the Highway side they were spelled out but on the Facility and Purchasing side he did not see that specifically but he wished they would have been. It bothered him that they had a negative on an additive and was worried that if a company messed up a bid item, would they be looking for money through the whole thing to make up for that. That wasn't something Fontecchio wanted to get into. Landwehr was fine with the base bid but felt the other thing they could look at was their score in order to be qualified. Fontecchio informed they weren't scored; it was more of a pass/fail.

Motion made by Supervisor Landwehr, seconded by Supervisor Dantine to approve the contract to Structural Preservation Systems, LLC for \$1,651,140.00 including the deducts and the allowance. Vote taken. Nay: Sieber.
MOTION CARRIED 4 to 1

11. **Discussion re: Moving CTH T reconditioning project from 2018 to 2017 and possible funding sources.**

Fontecchio informed that over the years a lot of bonding and capital projects came in under budget as their crew did a good job finding ways to save money. They also had a number of projects that were extras that they threw in. The bad thing was that they didn't have any extras anymore. The money they had from coming in under on 2016 projects was allocated to 2017 projects. In talking with the Director of Administration Chad Weininger on the bond side, it

sounded like they were hitting their limit of the \$10 million bonding amount that they typically wanted to stay at to get a bank qualified rate. This project was looking like \$672,000. He will try to move it up to the earlier part of the season for 2018.

Weininger briefly spoke to the bonding. He informed they were only left with about \$100,000 that they could bond for in addition to what they had plans to take out and to stay under the cap. He had their bond folks run the numbers and it was pretty tight. If they exceeded the \$10 million they would be borrowing at a higher rate of interest.

Motion made by Supervisor Dantinne, seconded by Supervisor Sieber to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY

12. **An Ordinance to Amend Section 6.10 of the Brown County Code of Ordinances Entitled, *"Contract Highway Construction by County"*.**

Fontecchio informed that he had received the ordinance at 2:45pm and provided copies to the committee, along with Public Works Rule PW-07 (both attached) in which he spoke to. He informed that the ordinance referenced the Municipal Project Agreement language in the Public Works policy.

Motion made by Supervisor Sieber, seconded by Supervisor Landwehr to approve. Vote taken. MOTION CARRIED UNANIMOUSLY

Planning and Land Services

Land Information – No agenda items.

Planning Commission

13. **Southern Bridge project update.**

14. **Request for Proposal (RFP) for Brown County: Architectural/Engineering Services for New Science, Technology, Engineering & Math (STEM) Innovation Center.**

Planning Director Chuck Lamine informed this was the first step. They were working with Engineer Doug Marsh and Public Works/Facilities in developing the RFP. This was to do all the architectural and engineering work for the 55,000 sq. ft. STEM Innovation Center. There was a pretty tight schedule to hit the deadline. They would be hopefully having all their responses back from vendors in May 2017, have the contract signed in August and design work through the winter and starting construction in 2018 to be done and to kick off the school year of September of 2019. It was a standard contract that they did for architectural engineering; he informed the details were on pages 7-9.

Motion made by Supervisor Dantinne, seconded by Supervisor Sieber to approve. Vote taken. MOTION CARRIED UNANIMOUSLY

15. **Update regarding development of the Brown County Farm property – standing item.**

Lamine informed that their focus had been the STEM building; they had been meeting with the user groups for the Einstein Project, UWGB with the engineering program, Land Conservation and the UW-Extension office. They had been going through the building, what they were hoping to have in it, and how the space was going to be shared. Everyone was really excited about the new building. They made some good progress and having the RFP move forward was a good step.

Responding to Lefebvre's question regarding concerns of location, Lamine informed there had been some concerns but they had several meetings with the neighborhood association and if you have a room full you may have someone that will have a negative comment. They spent an hour and a half to two hours at the last meeting and generally people were pretty excited and liked the concept and liked the notion. One of the key elements was to try to integrate the environmental features of the property into the neighborhood as a trail system and make that part kind of a laboratory for Land Conservation and saving those environmental features and leaving trails in place. Lefebvre

questioned if there were concerns with traffic. Lamine responded that ultimately the intent was to have a series of roads and spoke to their intent. He felt there was adequate capacity for what was intended.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to receive and place on file. Vote taken.
MOTION CARRIED UNANIMOUSLY

16. Budget Status Financial Report for December 2016 (Preliminary and Unaudited).

Lamine informed the 2016 year-end showed the Planning Division ended up \$69,000 to the good. They did carryover \$50,000 but they were still on solid ground with that division.

The Planning and Land Services Department year-end total was \$154,437 with \$82,590 of carryovers, excess revenue of \$71,846 from keeping their costs down, taking on additional work and their permitting activity had been very high in all divisions. Everyone was really busy right now, it was a good sign that the economy was starting to pick up. The excess revenue will go to the general fund at the end of the year. He informed they had a shortfall in their Land Information fund. They used that account to subsidize some of the other divisions. There was some frustration because they had excess revenue to turn back but that fund was running in the red. He had plans to work with Administration to see what they can do in next year's budget to get the fund back up.

Motion made by Supervisor Dantine, seconded by Supervisor Kaster to approve Items 16, 18 & 21. Vote taken.
MOTION CARRIED UNANIMOUSLY

17. Budget Status Financial Reports for January and February 2017 (Unaudited).

Lamine informed that January and February were looking good for all three divisions as well.

Motion made by Supervisor Dantine, seconded by Supervisor Sieber to approve Items 17, 19 & 22. Vote taken.
MOTION CARRIED UNANIMOUSLY

Property Listing

18. Budget Status Financial Report for December 2016 (Preliminary and Unaudited).

Lamine informed they ended \$56,000 to the good and they did a carryover request and a budget adjustment for a new truck. *See motion at Item 16.*

19. Budget Status Financial Reports for January and February 2017 (Unaudited). *See motion at Item 17.*

Zoning

20. POWTS Update.

Zoning Administrator Bill Bosiacki provided maps to the committee members pointing out private onsite wastewater treatment systems (POWTS) that had already been done through the years. They were coming down to their last three years and they had to be a little more aggressive with compliance. They sent out 800 notices a couple years ago and they still had 85 outstanding. The 'A' map showed POWTS meeting the minimum state mandate from the State of Wisconsin, which was to have tanks serviced and a visual inspection done which any licensed pumper. If they wanted to become more aggressive the 'B' map would be asking for a full inspection to determine whether the system was failing or not failing by state statute. That would cost people more money on the front end as they would have to get a soil tester out there to determine whether the system was installed in proper material. The state was not requiring that but if the county wanted to find out if those 1,400 left were failing or not failing and to order them to get replaced, that was the route they would go. A lot of those were old farmhouses, ones they had no records on as they were put in well before the county's sanitary program was in place prior to 1970. If they didn't go that route their department would continue to do what they did now which was at the time of a property transfer and land division, by ordinance they would require that a full inspection be done. The problem with the 'A' route, some people would think they were good forever and they wouldn't be.

Erickson agreed with Dantine stating that some of the people were going to be merged into big farms and abandoned but some might be people that couldn't afford to do anything but believed there were some options. Lamine informed they still had the Community Development Block and Housing program. In the Trump budget he proposed to eliminate the Community Development Block Grant program. He had watched people try to eliminate it for a lot of years and it hadn't happened so they had a lot of time to go before that budget was approved. They had a significant amount of dollars still in the account and they had revolving loan funds they would be able to recycle back out again with that fund. Bosiacki informed that the Wisconsin Fund for Failing Private Sewer Systems was still in effect however they didn't know if there would be money in it or if in the new budget cycle, if the state would put money into it. The previous two year budget they put close to a million dollars into it. They were still going to take people's applications and send them down.

A brief discussion ensued with regard to contaminated groundwater by runoff from septic systems. Bosiacki informed those were the older systems that were not installed in suitable soils. As far as Brown County, the last big deal was when Land Conservation was involved in it and at that time they were doing well testing but either did not have the technology to separate out the two, human and animal, or they just elected not to do it at that time, he didn't know.

Sieber recommended putting in a sentence giving awareness of financial help. Bosiacki informed they were putting a flyer in the brochure. Sieber felt if people received a notice due of October 2019, they may wait to get it done. Bosiacki replied they were well aware of it. When they first started they sent letters to everyone encouraging them to get it done. They will be sending 1,400 first notices out sometime this spring.

Motion made by Supervisor Dantine, seconded by Supervisor Sieber to receive and place on file. Vote taken.
MOTION CARRIED UNANIMOUSLY

21. Budget Status Financial Report for December 2016 (Preliminary and Unaudited).

Lamine informed that Zoning ended up \$29,252 to the good. *See motion at Item 16.*

22. Budget Status Financial Reports for January and February 2017 (Unaudited). *See motion at Item 17.*

Airport

23. Open Positions Report. *No open positions, no action necessary.*

24. Year-End Unaudited Budget Status Financial Report.

Airport Director Tom Miller informed that as things turned out they ended up very close to budget as he would like it to be. For all practical purposes they were under budget last year except for a slight overage in personnel cost which some of it was due to the WRS shortage.

Motion made by Supervisor Landwehr, seconded by Supervisor Kaster to receive and place on file. Vote taken.
MOTION CARRIED UNANIMOUSLY

25. Annual Report.

Miller informed that he had provided this report the last couple of years. It summarized the activities at the Airport for the past year. The big thing was the name change; there was also a lot of activity as it related to the International Arrivals Terminal being complete, the introduction of their therapy dog and the LSU Badger game that took place at Lambeau Field. They continued their outreach efforts to try to talk to the community and let them know what was going on at the Airport. There were a lot of media events, \$2 million worth of free advertising. Year-end statements were included. One thing he pointed out was a few years ago they were dangerously in their cash balance; they added nearly \$1.1 million dollars during 2016, so they were very healthy.

Motion made by Supervisor Sieber, seconded by Supervisor Landwehr to approve. Vote taken. MOTION CARRIED UNANIMOUSLY

26. Director's Report.

Miller provided the 'Employee's working over 12 hours in a 24 hour period report' (attached), noting there were a couple storms in February. Dantine informed that he didn't like the over 18 hours of work in a day. Miller responded that employees came in at 3am and went home at 10pm. They planned to come in early so they had the opportunity to get rest the night before and work the full day. They had opportunities to get out of their vehicles and have meal breaks. Their overtime policy states they had to take a half-hour unpaid lunch but if they took another meal break later in the day, that was paid.

There were some TSA security changes for inbound flights coming in from Europe and the Middle East; anything larger than a smartphone had to be checked. Miller attended a conference in Washington where TSA stated they could expect further security enhancements coming forth later this year affecting airports within the United States.

Last month, for the first time since Miller had been with the Airport, there was a winter time FAA operational inspection which happened to be the day after a storm. The FAA found they were doing everything in accordance with what their airport certificate stated they were supposed to do for a commercial airport. He wasn't worried that they were going to find anything unusual but sometimes you just never know. It turned out fine and Miller was very pleased. The inspector was very complimentary of the way their guys handled the snow from the storm.

Lastly, they were working with the Bureau of Aeronautics on a new economic impact statement for the airport and what affect it had on the community. The last one was done in 2010 and needed to be updated. There had been some things going on as far as improvements on the facility, there were more employees working at the airport and he thought it was a good time to update that study.

Motion made by Supervisor Landwehr, seconded by Supervisor Dantine to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY

Register of Deeds

27. Budget Status Financial Report for December 2016 (Preliminary and Unaudited).

Motion made by Supervisor Sieber, seconded by Supervisor Kaster to receive and place on file Items 27 & 28. Vote taken. MOTION CARRIED UNANIMOUSLY

28. Budget Status Financial Reports for February 2017 (Unaudited). *See motion at Item 27.*

Other

29. Audit the bills.

Motion made by Supervisor Sieber, seconded by Supervisor Erickson to acknowledge receipt of the bills. Vote taken. MOTION CARRIED UNANIMOUSLY

30. Such other matters as authorized by law. Discussion of May Meeting as agenda Item for April meeting.

31. Adjourn.

Motion made by Supervisor Dantine, seconded by Supervisor Sieber to at 9:01 pm. Vote taken. MOTION CARRIED UNANIMOUSLY

Respectfully submitted,

Alicia A. Loehlein, Recording Secretary

Minutes
BROWN COUNTY PLANNING COMMISSION
BOARD OF DIRECTORS
Wednesday, February 1, 2017
Green Bay Metro Transportation Center
901 University Avenue, Commission Room
Green Bay, WI 54302
6:30 p.m.

ROLL CALL:

Paul Blindauer	<u>X</u>	Mark Handeland	<u>X</u>	Debbie Schumacher	<u>Exc</u>
James Botz	<u>X</u>	Matthew Harris	<u>X</u>	Ray Tauscher	<u>X</u>
Brian Brock	<u>X</u>	Frederick Heitl	<u>X</u>	Jason Ward	<u>X</u>
William Clancy	<u>X</u>	Phil Hilgenberg	<u>X</u>	Dave Wiese	<u>X</u>
Norbert Dantine, Jr.	<u>X</u>	Kathleen Janssen	<u>X</u>	Reed Woodward	<u>X</u>
Bernie Erickson	<u>X</u>	Dotty Juengst	<u>X</u>	City of Green Bay (Vacant)	
Kim Flom	<u>X</u>	Patty Kiewiz	<u>X</u>	City of Green Bay (Vacant)	
Steve Gander	<u>X</u>	Michael Malcheski	<u>X</u>	Br. Co. Board – DePere (Vacant)	
Adam Gauthier	<u>X</u>	Gary Pahl	<u>X</u>		
Steve Grenier	<u>X</u>	Terry Schaeuble	<u>X</u>		

OTHERS PRESENT: Chuck Lamine, Cole Runge, Dan Teaters, and Kathy Meyer

1. Approval of the minutes of the January 4, 2017 regular meeting of the Brown County Planning Commission Board of Directors.

A motion was made by S. Grenier and seconded by J. Ward to approve the minutes of the January 4, 2017, regular meeting of the Brown County Planning Commission Board of Directors. Motion carried.

2. Discussion and action regarding the Cooperative Agreement for Continuing Transportation Planning between the BCPC, WisDOT, and Green Bay Metro.

C. Runge summarized the Cooperative Agreement for Continuing Transportation Planning. C. Runge explained that the agreement is a proposed update to the agreement entered into by BCPC, Green Bay Metro, and the DOT in 2007. C. Runge explained the agreement is a standard agreement between all the entities in all the urbanized areas throughout the state. C. Runge stated that the update includes: the new federal transportation laws and TMA (Transportation Management Areas).

C. Runge stated the agreement was prepared by WisDOT and that staff did take a thorough review as well as the county risk manager and corporation counsel reviewed the agreement and made small comments that were added to the agreement. Staff is recommending that the BCPC Board of Directors approve the Agreement.

A motion was made by D. Juengst and seconded by A. Gauthier to approve the Cooperative Agreement for Continuing Transportation Planning between the BCPC, WisDOT, and Green Bay Metro. Motion carried.

3. Discussion and action regarding the Draft 2016 Brown County Bicycle and Pedestrian Plan Update.

D. Teaters indicated that a meeting was held with planning staff and S. Grenier, and also comments from D. Hanson, City of Green Bay Traffic Department, to address the concerns and comments expressed by S. Grenier at last month's meeting from the City of Green Bay's perspective on the proposed update to the Brown County Bicycle and Pedestrian Plan. Staff went through the plan and made changes where appropriate, but noted that not all concerns/comments were addressed in the plan.

S. Grenier summarized the concerns and comments from the City of Green Bay's viewpoint. S. Grenier indicated that a lot of the concerns were clarification type questions or concerns where the language in the plan may end up being inconsistent with established policies within the City of Green Bay. The plan does contain recommendations, and because there are recommendations in the plan, a vote to support the plan does not necessarily infer that each municipality agrees with every recommendation in the plan. There are going to be some recommendations in the plan that some municipalities may not agree with and may choose not to implement. S. Grenier indicated that there were a number of areas within the plan that were identified that are going to be inconsistent with Green Bay's vision, and Green Bay is going to be drafting a bike and pedestrian plan in 2017, and there are some long established policies in the City of Green Bay that are inconsistent with some of the language in the plan. This is a county-wide plan, not a one size fits all, and not meant to be gospel all for all municipalities within the MPO. There are several recommendations in the plan that may not be implementable due to limiting factors. Example, utilization of green pavement markings for bicycle facilities in the City of Green Bay, due to budgeting constraints, this is not implementable. S. Grenier stated that the City of Green Bay is appreciative of the time county staff took to sit down and meet, and go through the plan, and indicated that overall, the City of Green Bay is in agreement with the concept of the plan and fully intend to support the plan, but again, our vote to support the plan does not necessarily mean we agree with each and every recommendation in the plan.

D. Teaters indicated that after the meeting with S. Grenier, staff relooked at the plan and tried to soften up some of the recommendations language in the plan.

A motion was made by B. Erickson and seconded by G. Pahl to approve the Draft 2016 Brown County Bicycle and Pedestrian Plan Update. Motion carried.

4. Directors Report.

C. Lamine acknowledged the time that staff and S. Grenier spent on meeting and discussing the bicycle and pedestrian plan update.

C. Lamine provided an update on the STEM (Science, Technology, Engineering, and Math) Innovation Center. C. Lamine stated that there was an article in Sunday's paper. The intention is to house a UWGB mechanical engineering program, the Einstein Project, and a business start-up space with access to high speed fiber optic. The UW Extension Office and Land Conservation offices would also relocate to this building. C. Lamine also noted that the County Executive is working on fundraising efforts for the building. C. Lamine noted that with Land Conservation being in the STEM Innovation building is to use the streams that exist on the property as a living laboratory in terms of habitat restoration and water quality improvement on that property.

C. Lamine stated that the Planning and Land Services Department is very busy.

C. Lamine stated that staff looked back since 1998, when the first bike & pedestrian plan was drafted and created a map showing where bike and pedestrian facilities existed back then and then created a second map identifying where bike and pedestrian facilities exist today.

5. Brown County Planning Commission staff updates on work activities during the month of January.

A motion was made by S. Grenier and seconded by J. Ward to receive and place on file the Brown County Planning Commission staff updates on work activities for the month of January, 2017. Motion carried.

6. Other matters.

S. Gander asked for a brief update on the Mason Street bridge study. B. Brock stated that WisDOT did a feasibility study to look at short-term and long-term to maintain the bridge. B. Brock indicated that some rehab work is currently being done, and that the study identified that in ten years some major work will need to be done on the bridge. Discussion occurred on the bridge study.

7. Adjourn.

A motion was made by A. Gauthier and seconded by B. Erickson to adjourn. Motion carried.

The meeting adjourned at 7:05 p.m.

**STAFF REPORT
TO THE
BROWN COUNTY PLANNING COMMISSION
February 1, 2017**

January, 2017 Staff Activity Reports

The recent major planning activities of Chuck Lamine, Planning Director:

- Attended and coordinated the January 4 Brown County Planning Commission Board of Directors meeting.
- Attended the January 3 Economic Development Committee Department Head meeting with County Executive.
- Facilitated staff meetings with Planning Division and PALS Manager Staff.
- Met with County Executive and various county representatives regarding potential improvements and development of the Brown County Research and Business Park.
- Prepared for and participated in a January 19 EIS Lead Agencies meeting with WisDOT staff, and the County Principal Transportation Planner.
- Participated in a conference call with the Principal Transportation Planner and WisDOT staff regarding the development of an economic impact model for the Southern Bridge project.
- Coordinated a Brown County Economic Development RLF loan review.
- Initiated updates to WisDOA required changes to the Brown County Economic Development RLF loan documents.
- Prepared meeting packet and attended the December 16 Brown County Revolving Loan Fund Committee meeting.
- Participated in a conference call with the Principal Transportation Planner and representatives of WisDOT and SRF Consultants to discuss the status of and next steps regarding the traffic analysis for the Interstate Access Justification Report (IAJR).
- Reviewed City of Green Bay Public Works Department staff comments to the Draft 2016 Brown County Bicycle and Pedestrian Plan Update.
- Met with the County Principal Transportation Planner, County Senior Planner, and Green Bay Department of Public Works Director to discuss comments regarding the Draft 2016 Brown County Bicycle and Pedestrian Plan Update.
- Assisted with the Land Information/Tax Collection System Replacement project. Attended vendor demonstrations.
- Met with County, UWGB and Einstein Project staff and business leaders to discuss STEM Innovation Center project.
- Met with County Executive and Public Works Director to discuss County Highway Municipal project Agreement language.
- Researched venture capital programs to promote entrepreneurship at the STEM Innovation Center and the Brown County Research Park.
- Met with the County Principal Transportation Planner, and provided an update to the County Executive regarding activities associated with the Southern Bridge project.
- Prepared and submitted 2017 budget carryover requests.
- Submitted request to apply excess 2016 PALS Department revenues to the Land Information program account.
- Met with County Executive and County Board member to discuss Brown County facility planning.

- With the County Principal Transportation Planner met with a Press Gazette reporter to discuss progress on the Southern Bridge project.
- Attended January 23 Planning, Development & Transportation Committee meeting to present an update regarding Southern Bridge project and the Brown County STEM Innovation Center and the Brown County Research Park.
- Initiated work on a Request for Information associated with redevelopment of the Brown County Veterans Arena and Shopko Hall properties.

The recent major planning activities of Cole Runge, Principal Transportation Planner:

- Prepared a report that summarizes the major accomplishments in 2016 and major goals for early 2017 for the Interstate Access Justification Report's (IAJR's) Engineering and Operations Analysis. Also prepared a summary of specific major milestones that were reached in 2016 for the Engineering and Operations Analysis.
- Prepared a PowerPoint summary of major accomplishments in 2016 and major goals for early 2017 for the IAJR's Engineering and Operations Analysis for a presentation to the Brown County Board's Planning, Development, and Transportation Committee. Also presented the PowerPoint at the meeting and answered questions.
- Participated in two conference calls with representatives of WisDOT regarding data inputs for the TREDIS economic impact model that is being developed to assess the economic impacts of the Southern Bridge Project. Also developed and proposed a method of classifying trip purposes for the TREDIS model.
- Participated in an EIS Lead Agencies meeting with the County Planning Director and representatives of the Brown County Public Works Department, WisDOT, and SRF Consulting.
- Met with the County Planning Director, County Senior Planner, and Green Bay Department of Public Works Director to discuss comments regarding the Draft 2016 Brown County Bicycle and Pedestrian Plan Update.
- Collected and reviewed reports for the 32 serious pedestrian injury crashes that occurred in Brown County between 2010 and 2014.
- Reviewed and commented on a draft survey that was developed to enable BCPC Board members to identify congested areas to study for the 2017 Green Bay MPO Congestion Management Process (CMP) Update.
- Met with representatives of Green Bay Metro and the Aging and Disability Resource Center (ADRC) of Brown County to discuss interviewing applicants for the Specialized Transportation Mobility Management Program's Mobility Coordinator.
- Reviewed proposed interview questions for the Mobility Coordinator position at the request of Green Bay Metro's Director. Also participated on the panel for the Mobility Coordinator interviews.
- Collected information about bicycle facilities that have been installed in Brown County since the 1998 Brown County Bicycle and Pedestrian Plan was completed. This information was collected at the direction of the Brown County Executive.
- Responded to questions from the Brown County Port and Resource Recovery Department Director regarding street system revisions north of Interstate 43 that were proposed by port terminal operators.
- Completed the MPO's report and reimbursement request to WisDOT for the fourth quarter of 2016. Also developed a transportation division expense report for the Brown County Administration Department.
- Conducted three MPO staff meetings.

The recent major planning activities of Aaron Schuette, Principal Planner:

- Prepared and submitted 4th Quarter 2016 reports for the 12-13 and 14-15 Regional CDBG-Housing Rehabilitation Loan Program.
- Prepared and submitted the 4th Quarter 2016 reimbursement request for the 12-13 Regional CDBG-Housing Rehabilitation Loan Program.
- Revised the draft Brown County Farmland Preservation Plan Update / Brown County Comprehensive Plan Agricultural Resources Chapter and maps per DATCP preliminary review comments.
- Prepared and submitted the draft Brown County Farmland Preservation Plan Update / Brown County Comprehensive Plan Agricultural Resources Chapter to DATCP for conditional certification.
- Sent out CDBG-Housing or Housing-RLF applications to potential clients as requested.
- Updated individual obligation journals for housing rehabilitation loan projects when completed.
- Created individual rehabilitation obligation journals for all completed CDBG-Housing and Brown County RLF-Housing projects.
- Prepared three Environmental Review Records for proposed regional CDBG-Housing rehabilitation loan projects.
- Met with the contracted Housing Quality Standards evaluators to discuss current projects and processes on January 26.
- Presented the draft Chapter 6 – Community Facilities and Utilities at the January 18th meeting of the Village of Pulaski Planning and Zoning Committee.
- Completed draft Chapter 5 – Economic Development of the Village of Pulaski Comprehensive Plan Update.
- Prepared a 3D rendering of a conceptual development in Pulaski as part of the comprehensive plan update.
- Continued writing the Pulaski Park and Outdoor Recreation Plan as part of the Comprehensive Plan Update.
- Prepared draft Citizens Participation Plans for the Town of Wrightstown and Town of Holland Comprehensive Plan Updates.
- Prepared a contract for the Town of Holland Comprehensive Plan Update.
- Updated maps and figures for the Town of Scott Comprehensive Plan Update.
- Updated an address database for the Howard-Suamico School District.
- Continued working on the Wisconsin Coastal Management Program Brown County Harbor Study.
- Assisted Brown County UW-Extension staff with reviewing a potential community garden site for environmental issues.
- Assisted the Town of Glenmore and Village of Pulaski Zoning Administrators with zoning/land division questions.
- Completed annual evaluations for the Planner I – Housing and Senior Land Use / Natural Resources Planner.
- Assisted 53 members of the public or local communities with inquiries related to the CDBG-Housing program, local planning, zoning, or land division issues.

The recent major planning activities of Dan Teaters, Senior Planner:

- Brown County Bicycle and Pedestrian Plan
 - Presented Final Draft to BCPC on January 4, 2017.

- Met with City of Green Bay DPW Director to review and address comments pertaining to the draft plan. (1/20/17)
 - Addressed concerns with various text amendments throughout draft plan.
- Certified Survey Maps (CSMs)
 - Began Review of 7 new CSMs
 - Completed review of 9 CSMs
 - Signed and filed 11 CSMs
- Plats
 - Preliminary Plats
 - Began review of 1 preliminary plat
 - Completed review of 0 preliminary plats
 - Final Plats
 - Began review of 0 final plat
 - Completed review of 0 final plats
- ESA Amendments
 - Completed 0 ESA Plan Corrections
 - Received 1 Minor ESA Amendment Application
 - 0 Site visits for ESA violations or amendments
- Brown County Park Plan
 - Met with Assistant Park Director to discuss progress and timeline for the completion of the Draft BC Park and Recreation Plan.
 - Began development of park recommendations and implementation chapter.
- Held two pre-submittal meetings concerning ESA questions on site. (1/5/17 & 1/11/17)
- Met with the Village of Hobart and Town of Lawrence to discuss platting options along the community boundary south of Nathan Road. (1/19/17)
- Met with a Brown County community and GBMSD to discuss logistics to sewer connection. (1/11/16)
- Met with City of Green Bay staff to discuss STEM Innovation Center. (1/31/17)
- Completed and submitted the WDNR Water Quality 4th Quarter Grant Reimbursement Request.
- Assisted 25 members of the public or local communities with inquiries related to natural resources and/or land division questions.
- Provided additional planning services and ESA related duties, including advice on inquiries related to potential major and minor ESA amendments, identification of ESA violations, and assisting the public regarding allowed and restricted uses within an ESA buffer.
- Attended the Brown County Wellness Committee meeting on 1/25/17.
- Attended the Planning Department staff meeting on: 1/5/17 and 1/19/17.

The recent major planning activities of Lisa Conard, Senior Transportation Planner:

- Began work on the *Green Bay Metropolitan Planning Organization (MPO) Title VI and Non-Discrimination Program/Limited English Proficiency Plan*. The MPO is required to update the plan every three years. The plan will help ensure that MPO programs do not discriminate based on race, color, and national origin. The plan must also ensure the MPO complies with provisions of Environmental Justice (minority and low-income populations) and Limited English Proficiency executive orders.
- Began writing the *Green Bay Metro – 2017 Annual Route Review and Analysis Report*. All of Metro's full service fixed routes, limited service routes, paratransit program, and other issues will be examined.

- Met with ADRC and Metro staffs to discuss an orientation plan for the new Mobility Coordinator for Brown County.
- Consulted and/or provided information to Metro staff regarding various services, compliance, and/or other issues.
- Participated in the Green Bay Transit Commission meeting on January 18.
- Participated in MPO staff and BCPC staff meetings as necessary.

The recent major planning activities of Jeff DuMez, GIS/Land Records Coordinator:

- Continued to assist with the Land Information/Tax Collection System Replacement project. Attended vendor demonstrations & follow-up meetings, reference checks, etc.
- Continued assisting Technology Services & Public Safety Communications with the 911 Computer Aided Dispatch project, addressing & street issues, and other tasks. Attended a meeting on 1/25 to discuss Hwy 41 dispatch recommendations. Performed a 911 data refresh in late January.
- Continued to assist Technology Services staff regarding a GIS Server upgrade project.
- Continuing to coordinate a 2017 aerial photo project with partners: Municipalities, utilities, neighboring counties, and other agencies.
- Created large display map for upcoming court case for the District Attorney.
- Performed more edits to the GIS database (new subdivisions, street additions/vacations, annexation, addressing, environmentally sensitive areas, etc.).
- Provided GIS data or other services for Badger Laboratories and Engineering Inc., McMahon, United Engineering Consultants Inc., Point of Beginning, Wisconsin Land Surveying, REL & Associates, GRAEF, CH2M Hill, OMNNI Associates Inc., Ayres Associates, Foth, Mau & Associates, Davel Engineering & Environmental, Mead & Hunt, Martenson & Eisele Inc., Randy Loberger Survey & Design LLC, KL Engineering, Strand Associates, Vandewalle & Associates, Edge Consulting Engineers, Terra Tec Engineering, Ecology & Environment Inc., Northwind Technical Services LLC, Bielinski Excavating Inc., Northern Concrete Construction Inc., New Covenant Contracting, Bayside Inspections LLC, Radue Homes, Red's Excavating Inc., Heyrman Construction Co Inc., Tyler Technologies, Resource 1 LLC, Deleers Construction, Landscape Associates, Marquis Yachts, NEWCAP Inc., Immel Construction, Cedar Corporation, Yardi Systems Inc., Valley Cabinet, NEW Discount Realty LLC, CQM Inc., Bay Title & Abstract Inc., Chicago Title, Nsight Communications, Business Lending Group, CLR Design, Payne and Dolan, Info-Pro Lender Services, IE Houston Inc., City of Green Bay, Green Bay Water Utility, American Transmission Company (ATC), Nicolet Condominiums, ZAB Inc., Roadify, HERE, Mapbox, Hebert Associates Inc., GHD, OTIE, Latinos Unidos, Bureau of Land Management (BLM), WisDOT, ECWRPC, USDA-NRCS, Outagamie County LWC, City of DePere, Village of Pulaski, Village of Suamico, Village of Bellevue, Town of Eaton, Town of Humboldt, Town of Green Bay, Town of Scott, Town of Lawrence, Town of Ledgeview, Town of Rockland, Town of Pittsfield, and others.
- Assisted other people with miscellaneous service, data, and training requests.
- Attended staff meetings as needed.

The recent major planning activities of Devin Yoder, Planner I (GIS/Transportation):

- Continued to review current MPO documents and 2017 Transportation Planning Work Program. Reviewing Wisconsin's Connections 2030 Long Range Multimodal Transportation Plan.

- Reviewed the adopted 2013 CMP plan for consistency with the Long-Range Transportation plan in anticipation of plan updates.
- Created map showing the bicycle infrastructure in Brown County in 1998 to show how bicycle facilities have expanded in Brown County since.
- Created a map to show the proposed bicycle infrastructure for 2017-2020 as part of the Capital Improvement Plan.
- Researched crowdsourcing apps used for reporting transportation infrastructure conditions, and wrote summary report of findings.
- Identified performance measures from the 2045 Transportation Plan that can be incorporated into the 2017 CMP plan update.

The recent major planning activities of Todd Mead, Planner I - Housing:

- Prepared and ordered one (1) interim site inspection for a Northeastern Wisconsin Community Development Block Grant (CDBG) Housing Loan Program client.
- Prepared and ordered one (1) housing quality standards (HQS) inspection for a CDBG client.
- Prepared and ordered four (4) final site inspections for CDBG clients.
- Prepared and ordered one (1) lead-based paint assessment test for a CDBG client.
- Prepared and ordered one (1) lead-based paint clearance for a CDBG client.
- Met with three (3) CDBG clients and the contractors to prepare them for their future rehabilitation projects.
- Met with two (2) Regional Revolving Loan Fund (RLF) clients and the contractors to prepare them for their future rehabilitation projects.
- Opened four (4) new CDBG applications.
- Prepared and closed four (4) CDBG Housing Rehabilitation Loans.
- Prepared and closed two (2) Regional RLF Housing Rehabilitation Loans.
- Submitted and corresponded with two (2) bid documents to CDBG applicants for future rehab projects.
- Met with our HQS evaluators/inspectors to help create an even more efficient and effective way of performing inspections and project management.
- Met with a new CDBG client at their home in Marinette County to help fill out a rehabilitation application.
- Attended Brown County Lead-Based Paint Coalition meeting.
- Attended staff meetings.
- Continued to work on new and existing applicant files from Northeastern Wisconsin CDBG counties.
- Continued to work on new and existing applicant files from Brown County RLF Program.
- Continued general outreach and marketing efforts for our RLF and CDBG-Housing Loan Programs.

The recent major planning activities of Ker Vang, Planner I (GIS/Transportation):

- Completed invoice letters to the local communities that received addressing service.
- Began working on the Land Use Chapter - Future Land Use section for the Brown County Comprehensive Plan Update.
- Began working on Title VI maps.
- Green Bay Metro
 - Updated LSR page in the Transit Guide.

- Updated the Transit Guide for Metro's website.
- Congestion Management Process (CMP)
 - Developed a survey to identify congested areas and distributed survey to the Brown County Planning Commission Board of Directors.
 - Began working on ArcGIS online to develop a map that would collect public input on congested areas in the Green Bay Metropolitan Planning Area.
- Created a map identifying park service areas within 5, 10, and 15 minutes for the Brown County Park and Recreational Plan.
- Updated two maps for the Village of Allouez Bicycle and Pedestrian Plan.
- Participated in a webinar session, "Improving Walkability at Signalized Intersections with Signal Control Strategies," on 1-26-17.
- Participated in MPO staff meetings on 1-3-17.
- Participated in PALS staff meetings monthly.

Minutes
BROWN COUNTY PLANNING COMMISSION BOARD OF DIRECTORS
TRANSPORTATION SUBCOMMITTEE
Monday, September 19, 2016
Green Bay Metro Transportation Center
901 University Avenue
Green Bay, Wisconsin
10:00 a.m.

ROLL CALL:

(Voting)

Bill Balke (Vice-Chair)	<u>x</u>	Doug Martin (Chair)	<u>x</u>
Craig Berndt	<u>x</u>	Tom Miller	
Dan Drewery	<u>x</u>	Rebecca Nyberg	<u>Exc</u>
Geoff Farr	<u>x</u>	Eric Rakers	<u>x</u>
Steve Grenier	<u>x</u>	Brandon Robinson	<u>Exc.</u>
Ed Kazik	<u>x</u>	Nick Uitenbroek	<u>x</u>
Patty Kiewiz*	<u>x</u>	Derek Weyer	<u>x</u>
Tom Klimek	<u> </u>	Vacant – Oneida Nation	

(Non-voting)

Mary Forlenza (FHWA – Madison)**	<u>x</u>
Kristofer Canto (WisDOT – Madison)	<u>x</u>
William Wheeler (FTA Region 5)	<u> </u>

Others Present: Sandy Carpenter (WisDOT), **Mitch Batuzich for Mary Forlenza, Lisa Conard, *Essie Fels for Patty Kiewiz, Steve Kubacki (Suamico), Cole Runge, and Jennifer Brost Sarnecki (WisDOT).

ORDER OF BUSINESS:

Chair D. Martin called the meeting to order at 10:00 a.m.

1. Approval of the May 16, 2016, Transportation Subcommittee meeting minutes.

A motion was made by E. Kazik, seconded by C. Berndt, to approve the May 16, 2016, Transportation Subcommittee meeting minutes. Motion carried.

2. Recommendation to the BCPC Board of Directors regarding the Draft 2017 Transportation Planning Work Program.

C. Runge provided an overview of the draft 2017 work program's significant projects.

MPO Long-Range Transportation Plan Performance Measures Implementation

In 2017, MPO staff will continue to work to achieve the performance measures' goals and objectives by promoting the implementation of the strategies identified in the Long-Range Transportation Plan. Staff will also adjust the performance measures as necessary after WisDOT develops its statewide performance measures. In addition, staff will monitor progress toward the achievement of the goals and objectives through the continued development of an annual transportation system performance measures report.

Congestion Management Process (CMP) Update

The current CMP will have been in place for four years at the end of 2017, and MPO staff intends to update the CMP in 2017 to ensure that it is consistent with the updated LRTP and revised TIP project selection process that were approved by the BCPC Board in 2015. The update will also

enable the CMP to comply with the regulations in the federal Fixing America's Surface Transportation (FAST) Act that was enacted in December of 2015.

Development of State and MPO Transportation System Performance Targets

In 2017, WisDOT will coordinate with the Green Bay MPO and the other MPOs throughout Wisconsin to establish the state's transportation system performance targets. Once WisDOT's performance targets are established (which should occur by mid-2017), the Green Bay MPO will coordinate with WisDOT and other stakeholders to begin the process of establishing the MPO's performance targets. The MPO's targets will be established by the spring of 2018.

Green Bay MPO Title VI and Non-Discrimination Program/Limited English Proficiency Plan Update

In 2017, MPO staff will update the Title VI and Non-Discrimination Program/Limited English Proficiency Plan to ensure that the plan's demographic analyses are current and that the plan is consistent with federal law.

Environmental Impact Statement (EIS) for Transportation Improvements in the Southern Portion of the Green Bay Metropolitan Area (Non-MPO Activity)

In 2017, staff will continue to work with WisDOT, FHWA, Brown County's Public Works Department, communities, and the public to develop the EIS and IAJR.

A motion was made by S. Grenier, seconded by D. Martin, to recommend approval to the BCPC Board of Directors of the Draft 2017 Transportation Planning Work Program. Motion carried.

3. Recommendation to the BCPC Board of Directors regarding the Draft 2017-2021 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area.

L. Conard stated the Draft TIP was released for the required 30-day public review and comment period on August 24. As part of the public participation policy, staff notified approximately 170 individuals and/or agencies that make up the MPO's interested parties list.

In addition, staff provided an overview of the TIP and held a public hearing before the BCPC Board of Directors (MPO Policy Board) the evening of September 7.

As required by federal law, the report was also made available to environmental resource agencies for review and comment.

The public comment period is scheduled to conclude on September 23, and to date, no comments have been received.

Since this is an even-numbered year, the MPO policy board will not be assigning Surface Transportation Block Grant (STBG) funds to specific projects. However, MPO staff did solicit eligible projects, prioritized them, and included them in Table II-1 as illustrative as well as in Appendix A.

STBG Program Funding Requests
(Projects to be considered for funding during the TIP development process in Fall of 2017)

Primary	Location	Jurisdiction	Program Calendar Year	% Funded	Requested STBG Funding to Reach 80% Maximum
Mantecor Road*	Alburtz Av (CTH 15) to Keweenaw Rd (STH 29)	Bolton	2020	70%	\$220,701
Vanderburg Way (CTH 144)	Hampden Way to STH 32 (Astrand Av)	BCAG	2020	50%	\$472,589

Rank	Primary	Location	Jurisdiction	Points	Requested Program Calendar Year (2017-2021)		Project Cost Estimate (100%)		Requested STBG Funding at 80% Maximum			
					Design	Construction	Design	Construction	Design	Percent	Construction	Percent
1	Gray Street**	Reed St to Velp Av	Green Bay	—	—	2021	—	\$2,784,723	—	—	\$1,827,778	80.0%
2	Green Bay Main	Four 35' Buses	CDOT Ashland	15.17	—	2018	—	\$1,320,000	—	—	\$1,456,000	80.0%
3	Libel Street	STH 172 to Kish St	Alburtz	53.100	2018	2021	\$2,952,500	\$2,705,000	\$234,000	80.0%	\$1,784,000	80.0%
4	Country Club Road	Indian Hill Dr to West Mason Frontage Rd	Green Bay	46.100	—	2021	—	\$1,871,000	—	—	\$1,497,000	80.0%
5	Riverside Drive	150' and Velp Av to Side St	Suamico	44.100	—	2019	—	\$873,005	—	—	\$498,605	80.0%
6	Laurance Drive	500' and Fortune Av to Scheuring Rd	De Pere	43.100	2015*	2021*	\$437,000	\$2,774,000	\$669,000	80.0%	\$2,219,200	80.0%
7	Mathis Street	Leland St to Gray St	Green Bay	43.100	—	2021	—	\$1,769,000	—	—	\$1,412,000	80.0%
8	Riverside Drive and Lakeshore Drive	Velp Av to 300' and the Mountain Bay Trail	Howard	43.100	—	2020	—	\$2,175,000	—	—	\$1,740,000	80.0%
9	Bay Settlement Road	Church Rd to Van Lanen Rd	Scot	32.100	—	2020	—	\$2,012,500	—	—	\$1,610,000	80.0%
10	Princeton Road	Reconstruction to include outside lanes & sidewalks	Howard	32.100	—	2021	—	\$2,187,500	—	—	\$1,750,000	80.0%
										\$17,580,273		

* Approved but still below 80% maximum

** The Brown County Planning Commission Board of Directors 100% Policy Board placed the Gray Street reconstruction project at top of priority list on 8/7/2015.

WisDOT staff will be hosting a local programs symposium in late March or early April of 2017. WisDOT's STBG application process and project cost estimate development guidelines will be discussed at the symposium. Members of the subcommittee will be invited to attend.

Staff is looking for a recommendation to the BCPC Board of Directors for approval of the 2017-2021 TIP.

D. Drewery requested that Mr. Steve Kubacki, Administrator of the Village of Suamico, be allowed to speak regarding the Riverside Drive project.

The floor was opened.

S. Kubacki noted that the Riverside Drive project at Vickery Village is part of a three phase development that includes the construction of a Woonerf (a living street or a street that functions as shared public space for pedestrians, bicyclists, and in some cases, for slow-moving, cautiously driven vehicles).

S. Kubacki discussed the merits of the project and thanked the subcommittee for allowing the project to be considered in the future for STBG funds.

The floor was closed.

E. Rakers asked if the statement "illustrative only" next to a project listed in the TIP indicates that federal funds have not been committed to the project at this time.

L. Conard confirmed this.

A motion was made by E. Rakers, seconded by E. Kazik, to recommend approval to the BCPC Board of Directors of the Draft 2017-2021 Transportation Improvement Program (TIP) for the Green Bay Urbanized Area. Motion carried.

4. Presentation by WisDOT staff regarding the Draft Statewide Freight Plan.

Jennifer Brost Sarnecki, Statewide Planning Chief, WisDOT, provided an overview of the state's freight plan process and schedule via PowerPoint.

Executive Summary

- ▶ As the state's first 20-year long-range multimodal freight plan, the plan will provide a cohesive freight direction to be used and implemented by WisDOT and its stakeholder partners to achieve a safe, efficient and reliable multimodal freight transportation system.
- ▶ The freight plan will provide a comprehensive overview of Wisconsin's transportation system, including system performance, analysis of potential multimodal investment strategies, recommended performance measures, a program of projects (FAST Act) and an implementation strategy.

Anticipated Content

- ▶ The Economics of Freight
- ▶ State Transportation Assets and Conditions
- ▶ Freight Operations, Safety & Security
- ▶ Overview of Trends, Needs, and Issues
- ▶ Strengths and Challenges of WI's Freight Transportation System
- ▶ Environmental Justice Analysis
- ▶ System-plan Environment Evaluation

Public Involvement

- ▶ Three phases to public outreach
 - Phase I –
 - Needs and issues identification with stakeholders, Freight Advisory Committee and the public.
 - Include consultation with environmental agencies and Native American Indian Tribes.
 - Phase II –
 - Draft plan review – outreach to stakeholders, Freight Advisory Committee and general public.
 - Phase III –
 - Review of draft 'final' plan and final plan adoption.

Importance of Input

- › Establishing policies that advance statewide direction and meet WisDOT's mission
- › Fully understand the challenges faced throughout the state
- › Make recommendations resulting in positive benefits and alignment with WisDOT priorities

Development Timeline

Summer/Fall 2016:	Complete draft plan policies and recommendations
Fall 2016:	Release draft plan for public comment
Fall 2016:	Hold public and meetings on draft plan
Fall/Winter 2016:	Revise draft plan
Winter 2016:	Public hearing for final draft plan
Winter 2016:	Adopt & publish Final State Freight Plan

J. Sarnecki noted that the federal Critical Urban Freight Corridors (CUFC) system will be a component of the State's Freight Plan. She also noted that the Final State Freight Plan may not be published and distributed until February or March of 2017.

Critical Urban and Rural Freight Corridors

- › Full criteria provided at:
<http://ops.fhwa.dot.gov/freight/infrastructure/nfn/index.htm>
- › WisDOT is currently reviewing material and best practices for the process
- › MPOs will be an key partner
- › Please share your ideas for gathering input

J. Sarnecki requested input from the subcommittee members:

Send us your input	
Mall:	Wisconsin State Freight Plan 4802 Sheboygan Avenue - Room 901 PO Box 7913 Madison, WI 53707-7913
Online:	http://wisconsinfreightplan.gov
Email:	bop.dtim@dot.wi.gov
Phone:	608-266-9476

C. Runge noted that Mr. Dean Haen, Director, Brown County Port and Solid Waste, is a member of the Statewide Freight Plan advisory committee.

C. Runge stated that he was told by WisDOT staff that WisDOT will not begin to identify Wisconsin's portion of the federal Critical Urban Freight Corridors (CUFC) system until January or February of 2017. He then asked how the state intends to incorporate its portion of the CUFC into the Statewide Freight Plan if the plan is scheduled to be finalized and distributed in February or March of 2017.

J. Sarnecki stated that this is a good question, but at this point WisDOT has not determined how this will be done.

E. Rakers noted that the Green Bay area could benefit from the establishment of an intermodal rail facility and that this has been discussed for many years by the subcommittee.

C. Runge asked if the Statewide Freight Plan is strictly a broad policy document or if it will also include specific recommendations such as the establishment of an intermodal rail facility in Green Bay.

J. Sarnecki stated that this will be determined after the Draft Statewide Freight Plan is released for review and comment at the end of September.

G. Farr noted that he would like to see the fuel pipeline that runs between Milwaukee and Northeast Wisconsin replaced to allow for more reliable and cost effective movement of fuel.

J. Sarnecki welcomed comments regarding the plan from subcommittee members prior to the expected draft plan comment deadline of November 14, 2016.

5. Discussion of the federal requirement that recipients of federal funding through the Green Bay MPO must have ADA coordinators and ADA transition plans.

C. Runge stated that MPO staff was recently informed by FHWA and WisDOT that recipients of federal transportation funds must have ADA coordinators and ADA transition plans. He also stated that he asked FHWA staff to attend the Transportation Subcommittee meeting to explain these requirements to the members.

FHWA Transportation Planner Mitch Batuzich cited the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990 as the cornerstones of the requirements. Communities must inventory their street networks and identify and address deficiencies.

D. Martin asked if local bike/ped plans would be sufficient if gaps in the system are identified and prioritized.

M. Batuzich stated that these plans would likely meet the requirement.

G. Farr asked who typically serves as ADA coordinator for a community.

M. Batuzich stated that a human resources department staff member often serves as a community's ADA coordinator.

M. Batuzich agreed to provide written materials about these requirements and the contents of a typical ADA transition plan to C. Runge for distribution to the subcommittee.

6. Discussion regarding the development of a pedestrian crossing education program for the metropolitan area.

E. Rakers explained that he would like all jurisdictions to partner in developing or promoting an area-wide program that educates motorists and pedestrians about pedestrian crossings. Engineering has come a long way in making intersections and roadways safer, but education and enforcement are needed as well.

D. Martin stated that the Public Safety department in Ashwaubenon hosts a few events per year.

S. Grenier stated that the City of Green Bay has created a "slow down" display (people made out of orange caution barrels and warning signs) and plans on rotating the display on highly traveled street corridors. The display is currently on West Mason Street.

B. Balke asked about the Safe Routes To School (SRTS) grants that the policy board approved recently.

C. Runge stated that the Green Bay Area Public School District was awarded funding to complete SRTS plans for K-8 schools in four geographic areas within urbanized area. These planning processes will begin in 2017.

S. Carpenter stated that the education program proposed today may be eligible for Transportation Alternatives (TA), which is a block grant program under the federal Surface Transportation Block Grant (STBG) program. However, WisDOT will not solicit projects until the fall of 2017, and the awards will not be announced until the summer of 2018.

C. Carpenter noted the success of the SRTS program managed by the East Central Wisconsin Regional Planning Commission. The program places an emphasis on education.

Discussion regarding the need to engage the Brown County Public Safety Committee occurred.

C. Runge noted that the Transportation Subcommittee may not meet again until the spring of 2017, so subcommittee members can contact him if their communities are interested in developing this education program.

7. Distribution of the MPO's 2016 Transportation System Performance Measures Report.

C. Runge distributed the report.

B. Balke asked about areas in Bellevue that have congestion that did not appear as areas of congestion in the study.

C. Runge stated that there may be areas in the urban area experiencing congestion that were not captured in the study. For example, I-43 and Manitowoc Road experiences peak hour congestion. However, when staff conducted the floating car study at this location, the interchange area was not congested. In the future, MPO staff will solicit specific locations/times from community staff and use that information to conduct the congestion analyses.

8. Any other matters.

None.

9. Adjourn.

Chair Martin closed the meeting at 11:08 a.m.

MINUTES
BROWN COUNTY REVOLVING LOAN FUND COMMITTEE
Tuesday, March 14, 2017
Northern Building
305 E. Walnut Street, Conference Room 391
Green Bay, WI 54301
11:00 a.m.

ROLL CALL:

Robert Patrickus	<u>X</u>	Ron Van Straten, Chair	<u>X</u>
Charles Riley	<u>Exc</u>	Chad Weininger	<u>X</u>

OTHERS PRESENT: Lynn Walter, Tracy Flucke, James Lemsky, Josephine Mann, Chuck Lamine, and Kathy Meyer

ORDER OF BUSINESS:

1. Approval of the minutes of the December 16, 2016, meeting of the Brown County Revolving Loan Fund Committee.

A motion was made by C. Weininger, seconded by R. Patrickus, to approve the minutes as presented. Motion carried unanimously.

2. Pursuant to Wisconsin Statute 19.85(1)(e), the Brown County Revolving Loan Fund Committee will convene in Executive Session for the purpose of reviewing a loan request from New Leaf Market Cooperative (Lynn Walter).

A motion was made by R. Patrickus, seconded by C. Weininger, to convene in closed session pursuant to Wisconsin Statute 19.85(1)(e) for the purpose of reviewing a loan request from New Leaf Market Cooperative. Motion carried unanimously.

At the completion of the closed session, the committee may reconvene in open session to report the results of the closed session.

A motion was made by R. Patrickus, seconded by C. Weininger to return to open session. Motion carried unanimously.

A motion was made by C. Weininger, seconded by R. Patrickus to defer action on the loan request until an evaluation of details of their financial statements is completed, and a desire of committee members to get more familiar with the market. Motion passed unanimously.

3. Update regarding decision of Healthy Living Chiropractic, Inc. to not accept their Brown County Economic Development Revolving Loan.

C. Lamine stated that Healthy Living Chiropractic, Inc. decided to go to the bank for the loan request.

4. Other matters.

C. Lamine stated that Adam DeKeyser from Associated Bank will be joining the Brown County Revolving Loan Fund Committee.

C. Lamine stated that revisions to the revolving loan agreements were revised to comply with requirements of the Wisconsin DOA and HUD.

C. Lamine stated that the balance of available revolving loan funds is approximately \$1.5 million. Loan activity is picking up.

5. Adjourn.

A motion was made by C. Weininger, seconded by R. Patrickus to adjourn. Motion carried unanimously. The meeting adjourned at 12:50 p.m.

PORT & RESOURCE RECOVERY DEPARTMENT

Brown County

2561 SOUTH BROADWAY
GREEN BAY, WI 54304

PHONE: (920) 492-4950 FAX: (920) 492-4957

DEAN R. HAEN
DIRECTOR

PROCEEDINGS OF THE BROWN COUNTY SOLID WASTE BOARD

A regular meeting was held on **Monday February 20th, 2017**
Brown County Resource Recovery Facility, 2561 S Broadway, Green Bay, WI

1) Call to Order:

The meeting was called to order by Solid Waste Board Chair John Katers at 2:30 pm.

2) Roll Call:

Present: Mark Vanden Busch, Vice-Chair
Mike Van Lanen
Doug Martin
Dave Landwehr
Ryan Holzem
Bill Seleen
Norb Dantinne

Excused: John Katers, Chair
Bud Harris

Also Present: Dean Haen, Brown County P&RR
Chad Doverspike, Brown County P&RR
Mark Walter, Brown County P&RR
Chris Blan, Brown County P&RR
Shelby Schraufnagel, Brown County P&RR

3) Approval/Modification – Meeting Agenda – *Request for Approval*

A motion to approve the agenda was made by Mike Van Lanen and seconded by Norb Dantinne. Unanimously approved.

4) Approval/Modification – Meeting Minutes of January 16th, 2017 - *Request for Approval*

A motion to approve the January 16th, 2017 meeting minutes was made by Mike Van Lanen and seconded by Dave Landwehr. Unanimously approved.

5) Announcements/Communication

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Mr. Haen introduced Doug Martin as the new Solid Waste Board Member in place of Lisa Bauer-Lotto. Mr. Martin is the Village of Ashwaubenon Public Works Director. Mr. Haen thanked Ms. Bauer-Lotto for her service and time on the Solid Waste Board.

6) Hazardous Waste Disposal Contractor RFP – Request for Approval

Mr. Blan has put together a Request For Proposal (RFP) for the Hazardous Waste Disposal Contract. The current contract with Tradebe will come to term at the end of 2017. To better prepare the 2018 budget, the contract and fees should be determined before the budget cycle this summer. Mr. Walter pointed out that the selection process is included in the attachment. Mr. Haen stated the importance of the process being an RFP rather than a bid. The RFP process ensures that the disposal methods of this contractor are environmentally sound, including a certificate of disposal and not solely based on cost. The cost factor is 25% of the scoring criteria and is not ranked by the RFP scoring committee.

Mr. Landwehr asked if there is a difference in materials between the current contract and the future contract. Mr. Blan stated that there are some different types of material. During the current term there were some materials that were not included in the contract and had to be priced out. In the future contract, these costs will be included.

Mr. Vanden Busch asked if there is a cost for unknown material. Mr. Blan explained that unknown material is dealt with on a case-by-case basis and the cost is generated from the Department.

Mr. Seleen asked how many bids are expected. Mr. Blan stated that at least three are expected; Tradebe, Clean Harbors and Veolia.

Mr. Holzem asked how this RFP compares to other RFPs that the Department has used. Mr. Blan stated that it is the same template that was used in the past. Some of the criteria have been modified. Mr. Haen stated that the Department will choose the scoring team to evaluate the proposals based on criteria set up. The scoring team will have the benefit of having at least one member from outside of the department that will bring in a different perspective and expertise.

A motion to approve the Hazardous Waste Disposal Contractor RFP was made by Norb Dantine and seconded by Mike Van Lanen. Unanimously approved.

7) 2016 Resource Recovery Annual Report – Request for Approval

The Annual Report serves multiple purposes. The report serves as the end of the year budget status report for the County Board. It is also used as a resource to internal and external stakeholders summarizing the activities of the department for new and existing Solid Waste Board Members, Public Work Directors and County Supervisors. The annual report compares how the Department is doing from one year to the next in all of the different areas; solid waste, recycling, hazardous material recovery, etc. Mr. Haen explained the financials included in the annual report.

Mr. Haen then discussed the 2016 accomplishments, which included; created a residential drop-off center at the Waste Transfer Station, evaluated leachate management options for the South Landfill, implemented a wood waste collection program, realized that there is no role for Brown County in a pharmaceutical collection and disposal program, evaluated the feasibility of BOW C&D recycling, extended operation of gas-to-energy project beyond 2016, expanded drop-off organics program at UW-Extension, evaluated solvent distillation at HHW and researched C&D

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and wood waste recovery through the BOW Waste Technology Committee. Some goals that were deferred or incomplete in 2016 and in progress in 2017 included; on-site paint recycling evaluation, lease MRF building space, excavate 20-50,000 cy of South Landfill Phase I clay, evaluate feasibility of regional composting, evaluate existing BOW landfill agreement and potentially renegotiate extension, and lead legislative effort to reconsider recycling glass.

Mr. Haen then announced the departmental goals for 2017 including; modifying South Landfill feasibility determination, converting existing Gas-To-Energy plant to passive flare, revising the 2012 5-year Solid Waste Management Plan, renegotiating the 5-year Solid Waste Management Services Agreements with urban municipalities, evaluating in-house processing of florescent, incandescent and LED lamps, implementing "Black Ice Software", evaluating existing BOW landfill agreement, evaluating regional composting feasibility study, marketing recycling services to neighboring county municipalities, marketing landfill and resource recovery services to neighboring county municipalities and conducting a Hazardous Material Recovery Process Map.

A motion to approve the 2016 Resource Recovery Annual Report was made by Ryan Holzem and seconded by Dave Landwehr. Unanimously approved.

8) Farm Lease Extension – Request for Approval

In 2002 1,500 acres of southern Brown County was leased. A portion, 285 acres, was leased to Gold Dust and the remaining acres to Weise brothers. When Gold Dust went bankrupt Weise brothers assumed the 285 acres leased to Gold Dust. These leases end on two different dates. To make the term date match in the next lease period, an extension was given to Weise brothers for the 285 acres at \$250 per acre.

Mr. Doverspike will put together an agricultural lease RFP for the 1,100 acres.

Mr. Landwehr asked how many years will the lease term be? Mr. Doverspike would recommend a 15 year term; the lease will be broken down differently so rates can fluctuate based on CPI.

A motion to approve the Farm Lease Extension was made by Norb Dantine and seconded by Dave Landwehr. Unanimously approved.

9) Hazardous Material Recovery Name Change – Update

Mr. Haen announced that the Hazardous Material Recovery name change is complete. This includes changes to the street sign, building sign, website, educational documents, etc.

10) Sale Consideration of County-owned Property in Town of Holland – Update

Mr. Haen stated that Country-Aire Farms approached the Department regarding construction of a feed center on Section 18 property directly adjacent to the future South Landfill including asking the County for a variance to install a high capacity well. The discussion led to preliminary discussion of trading/selling property in the Town of Holland. The proposed property transaction would involve trading 160 acres with Country-Aire Farms 160 acres and selling another 198 acres to them, lessening the County's footprint.

The proposed transaction would result in the Department owning a continuous block of land, including the potential for future landfill expansion on Section 18 property. The Department would

not need the Country-Aire Farm land for 30 years and would lease the land and farm back to Country-Aire Farms until it was needed for South Landfill operations. Brown County has also expressed an interest in the option to purchase four (4) houses in the area and Country-Aire Farms will try to acquire and use the house for employee housing. All property would have a deed restriction removing the property from future landfill compensation and removing property value protection of the Host Community Agreement between the County and Town of Holland. The land transaction will be negotiated in closed session between County staff, Solid Waste Board and Country-Aire Farms.

11) Director's Report

For the second month, the Farmory was not prepared to come back to the board with more information yet. This item will be removed from future agendas

The front end loader needs to be repaired and will be replaced with a temporary front end loader for the time being. Replacement will be considered as part of the 2018 budget.

Ashland Avenue is partly closed until August. This affects the route Great American Disposal has to take to get to Outagamie County.

Tare weights between Brown County and Outagamie County certified scales are significantly different. Mr. Walter and Mr. Doverspike will be investigating.

12) Such other Matters as Authorized by Law

No other matters.

13) Adjourn

A motion to adjourn was made by Dave Landwehr and seconded by Mike Van Lanen. Unanimously approved. Meeting adjourned at 3:27 pm.

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Minutes
BROWN COUNTY TRANSPORTATION COORDINATING COMMITTEE
Monday, December 5, 2016
Green Bay Metro Transportation Center
901 University Avenue
Green Bay, Wisconsin
10:15 a.m.

ROLL CALL

Diana Brown (Curative Connections)	<u> x </u>	Sandy Popp (Options for Independent Living)	<u> x </u>
Vinny Caldara (MV Transportation)	<u> </u>	Cole Runge (BC Planning Commission/Green Bay MPO)	<u> x </u>
Corrie Campbell (BC Board of Supervisors)	<u> x </u>	Mary Schlautman (ADRC of Brown County)	<u> x </u>
Brandon Cooper (Oneida Nation)	<u> </u>	Julie Tetzlaff (Cerebral Palsy Inc.)	<u> x </u>
Mallory Cornelius (ASPIRO)	<u> </u>	Lisa Van Donsel (ADRC of Brown County Board)	<u> x </u>
Pat Finder-Stone (Citizen Member)	<u> x </u>	Derek Weyer (Wisconsin DOT NE Region)	<u> x </u>
Patty Kiewiz (Green Bay Metro)	<u> x </u>	Tina Whetung (Curative Connections Trans. Program)	<u> x </u>
Greg Maloney (Lakeland Care District)	<u> x </u>	Genny Willemon (BC Human Services)	<u> </u>
Linda Mamrosh (Citizen Member)	<u> x </u>	John Withbroe (Green Bay Transit Commission)	<u> </u>
Barbara Natelle (Syble Hopp School)	<u> </u>	Vacant (BC Executive Department)	<u> </u>

Others Present: Devon Christianson, Lisa J. Conard, Christel Giesen, and Aaron Schuette,

C. Runge opened the meeting at 10:15 a.m.

ORDER OF BUSINESS

1. Approval of the September 12, 2016, TCC meeting minutes.

A motion was made by S. Popp, seconded by M. Schlautman, to approve the September 12, 2016, TCC meeting minutes. Motion carried.

2. Presentation of the Brown County Rural Specialized Transportation Study.

A. Schuette presented the study via PowerPoint.

A complete copy of the report can be found at:

<http://www.public.applications.co.brown.wi.us/plan/planningfolder/transpotation/2016%20Brown%20County%20Rural%20Specialized%20Transportation%20Study.pdf> or by going to <http://www.co.brown.wi.us> and clicking on departments, planning, transportation, specialized transportation.

A. Schuette noted that in early 2016, the Aging and Disabilities Resource Center (ADRC) contracted with Brown County Planning Commission staff to prepare a study to evaluate demand for specialized transportation in the rural parts of the county.

A. Schuette touched on some of the issues surrounding rural specialized transportation. One issue is program eligibility. Clients have a difficult time determining the appropriate transportation provider and details of pick-up/drop-off and other issues. Availability is another issue; transportation is limited to areas served by Curative Connections and a limited number of volunteer drivers. Cost is a major issue, particularly short local trips. Geography was another issue identified.

A. Schuette stated that with the background information, demographics, surveys, individual meetings, and input from the study's advisory committee, the following recommendations

have been developed:

Programmatic Recommendations:

- Support the creation of a mobility manager position and travel trainer position.
- Both positions would help create efficiencies in directing clients to appropriate transportation options.
- Mobility manager position would focus on coordination efforts, service outreach, identifying financial resources, and building partnerships among municipalities, service providers, agencies, and clients.
- Travel trainer position would serve as a point of contact for customers and agencies to determine appropriate transportation options based on client needs and efficiencies.

General Recommendations:

- Expand Curative Connections' Service Area to the Urbanized Area boundary.
- Include growing areas of southern Suamico, southern De Pere, northern and central Hobart/Oneida, southwestern Town of Scott, and areas along edges of current service area.

Discussion occurred regarding the logistics of the proposed rural routes. Some members of the committee suggested that it may be difficult for some clients to get to the rural routes' pick-up points.

3. Discussion and action regarding Brown County's Section 85.21 Specialized Transportation Assistance Application for FY 2017.

C. Giesen stated that the ADRC has been administering Brown County's §85.21 program since 1993. It is estimated that Brown County currently contains 52,059 people who qualify for programs supported by §85.21 funds. A total of \$535,792 is available to Brown County through the §85.21 program in 2017, and Brown County will provide a required local match of \$107,158.

C. Giesen stated that the ADRC held the required public hearing on November 29. The consensus of those who testified indicated that they were happy to see the proposed expansion of transportation program provided by Curative Connections and the proposed establishment of the Specialized Transportation Mobility Management Program for Brown County.

C. Giesen provided an overview of the draft Brown County Section 85.21 Specialized Transportation Assistance Application for FY 2017.

2017 COUNTY PROJECT BUDGET SUMMARY						
Project Name	Brown County Human Services Department Van Driver	Curative Connections Transportation Services	Mobility Management in Brown County	Oneida Tribe Elder Services	Salvation Army	Totals
Total Projected Expenses	\$36,639	\$941,029	\$124,481	\$6,000	\$25,744	\$1,133,893
2017 s.85.21 Funds	\$30,533	\$467,191	\$24,818	\$5,000	\$8,250	\$535,792
s.85.21 Trust Fund	\$0	\$0	\$0	\$0	\$0	\$0
County Funds	\$6,106	\$93,438	\$4,964	\$1,000	\$1,650	\$107,158
Passenger Revenue	\$0	\$300,000	\$0	\$0	\$3,000	\$303,000
Older American Act	\$0	\$0	\$0	\$0	\$0	\$0
Section 5310	\$0	\$70,400	\$74,513	\$0	\$0	\$144,913
Other Funds	\$0	\$10,000	\$20,186	\$0	\$12,844	\$43,030

C. Giesen stated that the ADRC Board of Directors is scheduled to consider the plan later this month.

Discussion occurred regarding the passenger revenue generated by the Curative Connections transportation program.¹

D. Brown and T. Whetung explained that approximately 2/3 of all passengers pay the standard \$3.00 per one-way trip rate. The balance of the passengers receive funding from a state or federal agency for transportation and, therefore, pay \$14.00 per one-way trip which is close to the actual cost to provide the trip. All revenue is put back into the program for operating expenses (call taking/dispatch staff, fuel for vehicles, etc.), capital expenses (vehicles), or program expansion. Curative Connections is allowed to prioritize rides with medical, nutrition, and employment trips being the top priority.

A motion was made by P. Finder-Stone, seconded by C. Campbell, to support Brown County's Section 85.21 Specialized Transportation Assistance Program Grant Application for FY 2017 as presented by staff. D. Brown and T. Whetung abstained as they represent an agency that

¹ Discussion under this item is in regard to the transportation program offered by Curative Connections as of July 1, 2015. Prior to this date, the service was provided by the Lakeland Chapter of the American Red Cross. The program offers demand-response transportation services to seniors and qualifying individuals with disabilities with use of a small-medium bus, van, or sedan.

is a recipient of the program. Motion carried.

C. Runge stated that he will provide ADRC staff with a letter reflecting the TCC's approval (this letter is attached at the end of the minutes).

4. Discussion of proposed updates to the Green Bay Urbanized Area's Section 5310 Program Recipient Coordination and Management Plan.²

C. Runge provided an overview of the proposed changes to the management plan. Text proposed to be added to the plan is as follows:

Section 5310 Program Funding Set-Aside for Specialized Transportation Mobility Management Programs

The need for a Specialized Transportation Mobility Management Program in Brown County has been discussed for many years by the ADRC of Brown County, Brown County TCC, and other groups that are concerned about transportation for seniors and people with disabilities.

Establishing a Specialized Transportation Mobility Management Program has also been recommended in every Brown County Coordinated Public Transit – Human Services Transportation Plan since the first plan was approved in 2006. But even with the widespread agreement that Brown County needs this type of mobility management program, there were funding and other barriers that made it difficult to establish one. However, this changed when MAP-21 modified the Section 5310 Program to allow mobility management programs to be funded as capital projects.

The modified Section 5310 Program provides an opportunity to fund up to 80 percent of the costs of Specialized Transportation Mobility Management Programs, and Green Bay Metro was awarded CY 2017 Section 5310 Program funding to cover slightly more than 60 percent of the costs of Brown County's first Specialized Transportation Mobility Management Program. Green Bay Metro was believed to be the most appropriate host agency for this mobility manager program because Metro has extensive experience with administering federal grants and providing paratransit and other public transportation services. Metro's existing transportation facility is also able to accommodate the mobility management program's staff and operating needs.

As the Specialized Transportation Mobility Management Program was being developed and discussed with the Brown County TCC, ADRC of Brown County, and BCPC Board of Directors, some discussion participants wanted the mobility management program's host agency to apply for Section 5310 Program funding annually to ensure that the new program is fulfilling its stated purposes before receiving additional money. But after considering this valid concern, the mobility management program's organizers strongly felt that a portion of the Green Bay Urbanized Area's annual Section 5310 Program funding allocation needs to be reserved for the mobility management program to provide reasonable certainty

² The DR (Designated Recipient) serves as the fiscal agent for the program. Green Bay Metro was selected as the DR for the Green Bay Urbanized Area's Section 5310 Program because of its experience with similar federal transportation funding programs. As the DR for this program, Green Bay Metro is entitled to 10 percent of the funding available for program administration.

that the program's existence will not be determined on a year-to-year basis. This reasonable funding certainty was believed to be necessary because the program's success will depend on its ability to attract and retain qualified staff who will remain in their positions long enough to:

- Establish and maintain relationships with a variety of people and agencies throughout the county;
- Learn and thoroughly understand the county's many public and private transportation options and be able to determine the most suitable transportation option for each trip; and,
- Know the state and federal regulations that govern specialized transportation services and the programs that provide assistance to seniors and people with disabilities.

Section 5310 Program Funding Set-Aside: To provide reasonable certainty that an existing Specialized Transportation Mobility Management Program's existence will not be determined on a year-to-year basis, the Recipient Coordination and Management Plan reserves 50 percent of the Green Bay Urbanized Area Section 5310 Program's annual project funding (i.e. the total allocation for that year minus the Section 5310 Program administration set-aside of 10 percent) for Specialized Transportation Mobility Management Programs that currently receive funding through the urbanized area's Section 5310 Program. The BCPC Board of Directors may also approve a funding request above 50 percent of the urbanized area's annual project funding amount if it is requested by the project sponsor.

Biannual Reports to Justify Funding Set-Aside: The Mobility Coordinator is required to complete biannual reports to demonstrate that the program is serving the entire county and that the stated purposes of the program are being fulfilled. The biannual reporting periods and the specific items that need to be addressed in the biannual reports are identified in the Project Monitoring and Reporting Requirements section of the Recipient Coordination and Management Plan.

These biannual reports will be provided to the BCPC Board of Directors (as the Section 5310 Program's funding approval body), the other agencies that are providing funding for the mobility management program during the six-month periods covered by the biannual reports, and the Brown County TCC. If the BCPC Board of Directors determines that the mobility management program is not fulfilling its stated purposes, the BCPC Board of Directors has the option to deny future Section 5310 Program funding for the mobility manager program.

C. Runge also referred the committee to pages 23 and 24 of the document. The Mobility Coordinator will report key information regarding the status of the program in six-month intervals to the TCC, ADRC Board of Directors, Brown County Planning Commission Board of Directors/MPO Policy Board. This information will be used to determine if the stated purposes of the program are being fulfilled and if Section 5310 funding should continue to be set aside for the program.

C. Runge stated that staff believes it is necessary to establish the set-aside of the Section 5310 program to attract and retain quality applicants for the Mobility Coordinator and Travel Trainer positions. A key component of the Mobility Coordinator position is to establish, maintain, and grow relationships with agencies and individuals throughout Brown County. This will not be

possible if the coordinator is not a long-term employee.

C. Campbell asked who established the work duties for the Mobility Coordinator.

C. Runge stated that Green Bay Metro created the job description with significant input from the ADRC and MPO staffs.

P. Kiewiz stated that the proposed partnership with the ADRC is similar to its partnerships with area communities.

P. Kiewiz stated that the individuals holding the positions will be treated like any other Metro staff. They must perform or they will be replaced.

P. Kiewiz stated that the Mobility Management program positions are not going to supplement the operation of Green Bay Metro.

C. Campbell stated that she wants to see the Mobility Coordinator and Travel Trainer focusing efforts in the rural area in addition to the urban area.

C. Runge stated that demand for specialized transportation services exists in the county's rural areas, but it also exists in the county's urbanized area. The Mobility Management program will be funded by a combination of urban and rural funding sources, and it will address specialized transportation needs throughout the entire county.

D. Christianson stated that the Mobility Management program has been discussed for many years and the recently completed Rural Specialized Transportation Study confirmed the need.

D. Christianson further stated that this is a service needed by both urban and rural Brown County residents.

L. Conard reviewed the parameters of the proposed funding:

Federal Section 5310. Funds for specialized transportation for use in the *urbanized* area as defined by the federal government. The Green Bay MPO/Brown County Planning Commission Board of Directors allocates funds to specific projects. Green Bay Metro is the direct recipient.

State of Wisconsin Section 85.20. Funds for public transportation for use in the Green Bay *urban* area which includes Green Bay Metro's partners; Green Bay, De Pere, Allouez, Ashwaubenon, and Bellevue. Green Bay Metro is the direct recipient.

State of Wisconsin Section 85.21. Funds for specialized transportation to be used in both *urban and rural* Brown County and assigned to specific programs by the ADRC. A small amount of Brown County levy is required as a match to the 85.21 funds.

L. Conard noted that the local funds proposed for the project amounts to less than four cents on the dollar.

The majority of the proposed funding is for urban area services. However, in developing the proposed program, staff was cognizant of the need to balance urban and rural needs.

C. Runge noted that the Wisconsin Department of Transportation was consulted as staff was developing the project proposal, and WisDOT staff supports the project and the funding

arrangement.

D. Brown stated that she felt uncomfortable with a set-aside for a program that has not been established or proven. C. Campbell concurred and requested that the concern be presented to the approving bodies. C. Runge agreed to do so.

C. Runge acknowledged this concern and stated that the reason the set-aside is being proposed now is to demonstrate to qualified applicants that the program will continue to be funded beyond 2017.

C. Runge noted that no action is required for this item. The proposed changes will be considered by the BCPC Board of Directors on December 7 and the Green Bay Transit Commission on December 21.

5. Discussion regarding the performance of the state's non-emergency medical transportation manager (MTM).³

L. Conard distributed the report and provided information via PowerPoint.

L. Conard provided a summary of the total number of eligible Brown County residents using the service.

Brown County Profile	
Item	Number/ %
Population Estimate for Brown County in 2015	258,718
Number of eligible persons living in Brown County in 2015	75,622
Number of eligible persons living in Brown County making at least one trip in 2015	1,130
Percent of eligible persons living in Brown County making at least one trip in 2015	1.5%
Number of trips with an origin in Brown County in 2015	58,450
Number of public and/or private operators under contract with MTM serving Brown County in 2015	12

L. Conard noted the complaints substantiated by the Wisconsin Legislative Audit Bureau included:

- MTM unable to provide eligible trips (no vehicle available)
- vehicle not arriving to transport client (provider no-show)
- vehicle arriving more than allowable 15 minutes late (provider late)
- drivers arriving without the appropriate vehicle (needed wheelchair accessible vehicle)
- extensive hold times when calling to make an appointment
- general quality of service issues

³ MTM is the private transportation broker hired by the Wisconsin Department of Human Services to coordinate Non-Emergency Medical Transportation (NEMT) services for qualifying Medicaid and BadgerCare Plus clients.

L. Conard noted that key performance indicators required by the contract including average on-hold time, substantiated complaints, and unsuccessful trip rates are currently being met. L. Conard reported that MTM's performance is trending in the right direction but cautioned that issues may be underreported.

C. Campbell stated that she and many advocates for specialized transportation throughout the state are in favor of a regional approach to NEMT. C. Campbell has had discussions with state legislators and the Brown County Executive about this, and she is hopeful that Brown County or the Brown County area can be a pilot for the regionalization of transportation services (with the goal of improving services at a lower cost).

S. Popp noted that two Mobility Management programs in the northern part of the state have partnered with MTM in an effort to improve services. S. Popp suggested that the program administrators may have valuable insight on best practices, etc.

6. Round robin discussion about specialized transportation services in Brown County.

J. Tetzlaff reported that she is very pleased with the service provided by MV and Curative Connections to the CP Center.⁴

7. Other matters.

The tentative meeting schedule for 2017 is as follows:

Monday, March 13, 2017
Monday, June 12, 2017
Monday, September 11, 2017
Monday, December 4, 2017

Green Bay Metro Transportation Center
901 University Avenue
Green Bay, Wisconsin
10:15 a.m.

8. Adjourn.

C. Runge closed the meeting at 12:13 p.m.

⁴ Discussion is in regard to the paratransit program offered by Green Bay Metro to qualifying clients under contract with MV Transportation, a private transportation company.

Attachment

Letter to the ADRC Board of Directors noting action taken by the TCC regarding
Brown County's Section 85.21 Specialized Transportation Assistance Application for FY 2017

TRANSPORTATION COORDINATING COMMITTEE

Brown County



305 E. WALNUT STREET, ROOM 320
P.O. BOX 23600
GREEN BAY, WISCONSIN 54305-3600

PHONE (920) 448-6480 FAX (920) 448-4487
WEB SITE www.co.brown.wi.us/planning

December 5, 2016

Devon Christianson, Director
Aging and Disability Resource Center of Brown County
300 South Adams Street
Green Bay, WI 54301

Dear Devon:

On December 5, 2016, the Brown County Transportation Coordinating Committee (TCC) approved the Aging and Disability Resource Center of Brown County's application for FY 2017 Section 85.21 funds.

In addition to being consistent with Brown County's current Coordinated Public Transit – Human Services Transportation Plan, this project will help the TCC's member agencies achieve their mission of providing affordable and convenient transportation services to seniors and people with disabilities in Brown County.

Please contact me at (920) 448-6480 with questions or comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Cole Runge".

Cole Runge, Chairperson
Brown County Transportation Coordinating Committee

cc: Christel Giesen, ADRC Assistant Director
Mary Schlautman, ADRC Information and Assistance Program Team Lead
Lisa Conard, Brown County Senior Transportation Planner

April 19, 2017

**AN ORDINANCE TO AMEND SECTION 25.09 OF CHAPTER 25
OF THE BROWN COUNTY CODE OF ORDINANCES ENTITLED
“CONVEYORS OF PUBLIC TRANSPORTATION”**

THE BROWN COUNTY BOARD OF SUPERVISORS DOES ORDAIN AS FOLLOWS:

Section 1 – Section 25.09 of Chapter 25 of the Brown County Code of Ordinances, entitled “CONVEYORS OF PUBLIC TRANSPORTATION,” is hereby amended by being stricken in its entirety and by being replaced in its entirety with the following language:

25.09 CONVEYORS OF PUBLIC TRANSPORTATION. (1) Definitions. Terms used in this section, unless the context otherwise requires, have the following meaning:

- (a) Baggage Carrier - Any person operating a vehicle which transports airline passenger baggage for hire.
- (b) Courtesy Vehicle - Means any motor vehicle operated or contracted for by a hotel, motel, or any other establishment for the complimentary transportation of its patrons or prospective patrons to and from the Airport premises. Courtesy Vehicles must be operated as an incident to the business of the company providing the complimentary transportation. Courtesy Vehicles must be owned and operated by or contracted for by the specific company transporting its patrons, without cost to its patrons, and must be clearly identified with the company name painted on both exterior sides of the vehicle.
- (c) Freight Carrier - Any person operating a vehicle which transports commodities, for hire.
- (d) Mail Carrier - Any person operating a vehicle which transports U.S. Airmail, under contract with the U.S. Postal Service.
- (e) Taxicab - a motor vehicle regularly engaged in the business of carrying passengers for hire and not operated on a fixed route or published schedule but not operated as a “TNC Vehicle” (see subparagraph (p), below).
- (f) Taxicab Company - An individual or entity that owns one or more Taxicabs.
- (g) Taxicab Driver - An individual who operates a Taxicab.
- (h) Limousine Company - an individual or entity that owns one or more limousines.
- (i) Limousine - As defined in § 77.995 of the Wisconsin Statutes.

- (j) **Limousine Driver** - An individual who operates a limousine.
- (k) **Vehicle** - Every device in, upon, or by which any person or property is or may be transported or drawn upon a public highway.
- (l) **Terminal building** - That building located at 2077 Airport Drive, at Green Bay Austin Straubel International Airport which is used by passengers enplaning and deplaning aircraft.
- (m) **Transportation Network Company (TNC)** - As defined in § 440.40(6) of the Wisconsin Statutes.
- (n) **Transportation Network Services** - As defined in § 440.40(7) of the Wisconsin Statutes.
- (o) **Trip** - each instance in which (i) a Participating Driver affiliated with a TNC exits the Airport Geo-Fence with a passenger arranged through that TNC's digital network, or (ii) a Taxicab affiliated with a Taxicab Company exits the Airport with a passenger that was picked up at the Airport.
- (p) **TNC Vehicles** - Any vehicle used by a Participating Driver while providing TNC Services.
- (q) **Participating Driver** - As defined in § 440.40(3) of the Wisconsin Statutes.
- (r) **Shuttle Company** - an individual or entity operating for hire on a pre-reserved basis, a Shuttle Vehicle, from the Airport and who has and shall keep in full force and effect, a Certificate of Common Carrier issued by the State of Wisconsin.
- (s) **Shuttle Vehicle** - a van or similar vehicle regularly engaged in the business of carrying passengers for hire, having a maximum seating capacity of twenty-two (22) persons behind the driver but not operated as a Taxicab, Limousine, nor a TNC Vehicle (see subparagraphs (e), (i), and (p), above).
- (t) **Shuttle Driver** - an individual who operates a Shuttle Vehicle.
- (u) **Commercial Ground Transportation** - Any person or entity that provides transportation services including, but not limited to, the activities defined in subsections (a), (b), (c), (d), (e), (f), (g), (h), (i), (j), (m), (n), (p), (q), (r), (s), and (t), above.

(2) **Purpose/Applicability.** The purpose of this Section 25.09 is to regulate all companies and persons engaged in commercial ground transportation activities at Green Bay Austin

Straubel International Airport (Airport) and all such companies and persons shall comply with the rules and regulations contained in this Section 25.09 or as established from time to time by the Airport Director, such rules and regulations to be consistent with this Section 25.09. For the purpose of this Section 25.09, an owner or operator of a vehicle is not “engaged in commercial ground transportation activities” if the owner or operator solely drops off a passenger and, after dropping off the passenger, immediately leaves Airport property without accepting another fare. Provided that with respect to TNCs, TNC Vehicles, and Participating Drivers operating at the Airport, only subsections (7), (8), (9), (10), (11), (21), (22), (23), (24), and (25) shall apply thereto.

(3) Taxicab Driver, Limousine Driver, Shuttle Driver - Requirements. If a Permit is required under subsection (5), (12), or (15), then before a Taxicab Company, Limousine Company, or Shuttle Company allows an individual to be a Taxicab Driver, Limousine Driver, or Shuttle Driver for the company, the company shall do all of the following:

- (a) Require the individual to submit an application to the company that includes at least all of the following:
 - (i) The individual’s full legal name, address, and age;
 - (ii) A copy of the individual’s driver’s license; and
 - (iii) The individual’s driving history.
- (b) Conduct, or have a third party conduct, a local and national criminal background check for the individual that includes all of the following:
 - (i) A multi-state and multi-jurisdictional criminal records locator or other similar commercial nationwide data base with validation; and
 - (ii) A National Sex Offender Registry data base.
- (c) Obtain and review a driving history research report for the individual.

(4) Who May Not be a Taxicab Driver, Limousine Driver, or Shuttle Driver. If a Permit is required under subsection (5), (12), or (15), then a Taxicab Company, Limousine Company, or Shuttle Company shall not allow any of the following individuals to be a Taxicab Driver, Limousine Driver, or Shuttle Driver for the company:

- (a) An individual who has had more than three (3) moving violations, as defined in § 343.01(2)(cg), Wis. Stats., in the past three (3) years, or one (1) conviction in the past three (3) years for an offense listed under § 351.02(1)(a), Wis. Stats.
- (b) An individual who, in the last seven (7) years, committed an offense that resulted

in a suspension, revocation, or other conviction counted under § 343.307(1), Wis. Stats., or was convicted of a sex offense, as defined in § 301.45(1d)(b), Wis. Stats., or of any crime involving fraud, theft, damage to property, violence, acts of terror, or the use of a motor vehicle in the commission of a felony.

- (c) An individual whose information is contained in the Sex Offender Registry under § 301.45, Wis. Stats., or on the National Sex Offender Public Website.
- (d) An individual who does not possess a valid driver's license.
- (e) An individual who is not at least 19 years of age.

(5) Taxicab Company Permit. No Taxicab Company shall engage in commercial ground transportation activity at the Airport without a permit; a Taxicab is not engaged in commercial ground transportation activity if the owner or operator solely drops off a passenger and, after dropping off the passenger, immediately leaves Airport property without accepting another fare. The Permit will be valid for a one (1) year period commencing March 1 of each year through the last day of February of the succeeding year. A Permit may be issued after March 1 (a "Mid-Year Permit") and if a Mid-Year Permit is issued, it shall expire on the last day of the next February; the fees hereinafter set forth shall be the same whether the Permit is issued for a full or partial year. There shall be no refunds for Permittees who cease operations during the Permit year whether voluntarily or through revocation or suspension of the Permit. Each Taxicab Company must have its own permit even if a given person or persons owns more than one Taxicab Company. The Permit cannot be transferred or assigned. The Permit shall be issued by the Airport Director subject to the following terms and conditions:

- (a) To promote safe, orderly, and efficient ground transportation operation at the Airport, to allow for periodic vehicle inspections, reduce congestion and to promote adequate business for Taxicab Companies and Taxicab Drivers, the number of Permits may be limited to such number as the Airport Director determines. If the number of Permits is so limited, the Airport Director shall establish a method for application (e.g., request for proposals) that is uniform for all applicants.
- (b) At the time of issuance of a Permit to a Taxicab Company, the Taxicab Company shall execute a "Permit" by and between the Taxicab Company and Brown County. Such Permit shall be on terms determined by the Airport Director, consistent with this ordinance and uniform for all Taxicab Companies.
- (c) The Permittee shall abide by applicable laws of the United States and all applicable Statutes, codes, ordinance, rules and regulations of the State of Wisconsin, Brown County, and such rules and regulations as may be prescribed from time to time by the Airport Director, including, without restriction because of enumeration, the parking of Permittee's vehicles on the Airport and the

conduct of its operations on Airport property.

- (d) All Taxicabs operated by a Taxicab Company shall be permanently marked in letters of sufficient size so that they may be clearly distinguished from both sides of the vehicle from a distance of at least 50 feet, describing the vehicle as a Taxicab and the Taxicab Company that owns or operates that Taxicab. The fares charged by the Taxicab Company, which shall include the base fare and any and all surcharges or other amount that the passenger will be required to pay, shall be clearly displayed on both sides of the vehicle. The means or method of display shall be subject to approval by the Airport Director or his/her designee.
- (e) The Taxicab Company shall furnish satisfactory evidence to Brown County that it carries insurance with a company approved by the County Risk Manager, and the insurance must be for the type and in the minimum amount of coverage protecting the County against liability as established by the County Risk Manager, and as such amounts and types may change from time to time.
- (f) A Taxicab Company shall not operate a Taxicab at the Airport unless such Taxicab Company and Taxicab have received a license or permit as a Taxicab Company or Taxicab from a city, village, or town consistent with § 349.24, Wis. Stats., and unless such license or permit remains in full force and effect.
- (g) If a Taxicab Company is organized as a corporation or limited liability company, at the time of application and throughout the term of the Permit, the Taxicab Company must be in good standing with the Wisconsin Department of Financial Institutions.

(6) Taxicab Company Fees. For the year commencing March 1, 2017, each Taxicab Company for which a Permit is required under subsection (5) shall pay an annual Permit fee of \$1,600.00. For succeeding years, the fees under this subsection (6) shall be as established in the County's annual budget.

(7) Transportation Network Company (TNC) Permit. No TNC shall engage in commercial ground transportation activities at the Airport unless it is licensed under § 440.40, *et seq.*, Wisconsin Statutes, has been issued the Permit required under this Code Section 25.09, and has signed the required Permit; a TNC is not engaged in commercial ground transportation activity if the owner or operator solely drops off a passenger and, after dropping off the passenger, immediately leaves Airport property without accepting another fare. The Permit will be valid for a one-year period, commencing March 1 of each year through the last day of February of the succeeding year. A Permit may be issued after March 1 (a "Mid-Year Permit") and if a Mid-Year Permit is issued, it shall expire on the last day of the next February; the fees hereinafter set forth shall be the same whether the Permit is issued for a full or partial year. There shall be no refunds for Permittees who cease operations during the Permit year whether voluntarily or through revocation or suspension of the Permit. The Permit cannot be transferred or assigned. The Permit shall be issued by the Airport Director subject to the following terms and

conditions:

- (a) At the time of issuance of a Permit to a TNC, the TNC shall execute a "Permit" by and between the TNC and Brown County. Such Permit shall be on terms determined by the Airport Director, consistent with this ordinance and uniform for all TNCs.
- (b) The TNC shall abide by applicable laws of the United States and all applicable Statutes, codes, ordinances, rules and regulations of the State of Wisconsin, Brown County, and such rules and regulations as may be prescribed from time to time by the Airport Director, including, without restriction because of enumeration, the parking of TNC Vehicles on the Airport and the conduct of its operations on Airport property.
- (c) All TNC Vehicles shall post or display signage or traddress displaying TNC's name and/or logo so that the TNC through whom the TNC Vehicle is being operated is easily identifiable. No TNC Vehicle shall display any other signage such as advertising.
- (d) The TNC shall furnish satisfactory evidence to Brown County that it and its Participating Drivers carry insurance for the type and in the minimum amounts of coverage protecting the County against liability as established in § 440.48, Wisconsin Statutes, and as said Statute may be amended from time to time.

(8) TNC Permit Fee. For the year commencing March 1, 2017, each TNC engaged in commercial ground transportation business at the Airport shall pay an annual Permit fee of \$1,600.00. For succeeding years, the fees under this subsection (10) shall be as established in the County's annual budget.

(9) Geo-Fence. The TNC shall demonstrate to the Airport Director that the TNC has established a Geo-Fence to manage its business at the Airport and shall notify affiliated Participating Drivers of the establishment of said Geo-Fence. The Geo-Fence shall be comprised of one or more polygons whose points are geographic coordinates, the same to be subject to the approval by the Airport Director or his/her designee.

(10) Participating Driver Information. Each Participating Driver will maintain information on his or her smartphone or other device while using the TNC's digital network that will be used in lieu of a tangible Airport decal or placard. This information will allow the Airport to confirm the following information for any Participating Driver or Vehicle using the TNC's digital network while on Airport grounds:

- (a) Driver identity and color photo;
- (b) Vehicle make, model;
- (c) License plate number;
- (d) Certificates of insurance; and

(e) The electronic equivalent of a waybill.

(11) Trip Reporting. The Airport Director, or his/her designee, may from time to time establish a "reporting period," e.g., monthly, quarterly, semi-annually, or annually. If the Airport Director or his/her designee establishes a reporting period, the Airport shall notify the TNCs and/or Taxicab Companies and thereafter, and until further notice from the Airport, the notified TNC or Taxicab Company shall within thirty (30) days after the end of a reporting period, submit an operations report to the Airport for the previous reporting period. The report shall be in an agreed upon electronic or paper format and shall contain the total number of Trips for the reporting period. All information submitted in a report shall be accurate.

(12) Limousine Company Permit. No Limousine Company shall engage in commercial ground transportation activities at the Airport without a Permit; a Limousine is not engaged in commercial ground transportation activity if the owner or operator solely drops off a passenger and, after dropping off a passenger, immediately leaves Airport property without accepting another fare. The Permit will be valid for a one (1) year period commencing March 1 of each year through the last day of February of the succeeding year. Limousines must operate on a pre-reserved (reservation) basis only; on demand service is prohibited. A Permit may be issued after March 1 (a "Mid-Year Permit") and if a Mid-Year Permit is issued, it shall expire on the last day of the next February; the fees hereinafter set forth shall be the same whether the Permit is issued for a full or partial year. There shall be no refund for Permittees who cease operations during the Permit year either voluntarily or through revocation or suspension of the Permit. The Permit cannot be transferred or assigned. The Permit shall be issued by the Airport Director subject to the following terms and conditions:

- (a) At the time of issuance of a Permit to a Limousine Company, the Limousine Company shall execute a "Permit" by and between the Limousine Company and Brown County. Such Permit shall be on terms determined by the Airport Director, consistent with this ordinance and uniform for all Limousine Companies.
- (b) The Limousine Company shall abide by applicable laws of the United States and all applicable statutes, codes, ordinances, rules, and regulations of the State of Wisconsin, Brown County, and such rules and regulations as may be prescribed from time to time by the Airport Director, including, without restriction because of enumeration, the parking of Limousines on the Airport and the conduct of its operations on Airport property.
- (c) All Limousines shall post or display signage or tradedress displaying the Limousine Company's name and/or logo so that the Limousine Company through whom the Limousine is being operated is easily identifiable. No Limousine shall display any other signage such as advertising.
- (d) The Limousine Company shall furnish satisfactory evidence to Brown County that it carries insurance with a company approved by the County Risk Manager,

and the insurance must be for the type and in the minimum amount of coverage protecting the County against liability as established by the County Risk Manager, and as such amounts and types may change from time to time.

(13) Limousine Company Fees. For the year commencing March 1, 2017, each Limousine Company for which a Permit is required under subsection (12), shall pay an annual Permit Fee of \$1,600.00. For succeeding years, the fees under this subparagraph (13) shall be as established in the County's annual budget.

(14) Limousine Rules. The Airport Director may, from time to time, establish rules and regulations controlling the activities of Limousines while on Airport property.

(15) Shuttle Company Permit. No Shuttle Company shall engage in commercial ground transportation activities at the Airport without a Permit; a Shuttle Vehicle is not engaged in commercial ground transportation activity if the owner or operator solely drops off a passenger and, after dropping off a passenger, immediately leaves Airport property without accepting another fare. The Permit will be valid for a one (1) year period commencing March 1 of each year through the last day of February of the succeeding year. Shuttle Vehicles must operate on a pre-reserved (reservation) basis only; on demand service is prohibited. A Permit may be issued after March 1 (a "Mid-Year Permit") and if a Mid-Year Permit is issued, it shall expire on the last day of the next February; the fees hereinafter set forth shall be the same whether the Permit is issued for a full or partial year. There shall be no refund for Permittees who cease operations during the Permit year either voluntarily or through revocation or suspension of the Permit. The Permit cannot be transferred or assigned. The Permit shall be issued by the Airport Director subject to the following terms and conditions:

- (a) At the time of issuance of a Permit to a Shuttle Company, the Shuttle Company shall execute a "Permit" by and between the Shuttle Company and Brown County. Such Permit shall be on terms determined by the Airport Director, consistent with this ordinance and uniform for all Shuttle Companies.
- (b) The Shuttle Company shall abide by applicable laws of the United States and all applicable statutes, codes, ordinances, rules, and regulations of the State of Wisconsin, Brown County, and such rules and regulations as may be prescribed from time to time by the Airport Director, including, without restriction because of enumeration, the parking of Shuttle Vehicles on the Airport and the conduct of its operations on Airport property.
- (c) All Shuttle Vehicles shall post or display signage or tradedress displaying the Shuttle Company's name and/or logo so that the Shuttle Company through whom the Shuttle Vehicle is being operated is easily identifiable. No Shuttle Vehicle shall display any other signage such as advertising.
- (d) The Shuttle Company shall furnish satisfactory evidence to Brown County that it

carries insurance with a company approved by the County Risk Manager, and the insurance must be for the type and in the minimum amount of coverage protecting the County against liability as established by the County Risk Manager, and as such amounts and types may change from time to time.

(16) Shuttle Company Fees. For the year commencing March 1, 2017, each Shuttle Company for which a Permit is required under Subsection (15), shall pay an annual Permit Fee of \$1,600.00. For succeeding years, the fees under this subparagraph (16) shall be as established in the County's annual budget.

(17) Shuttle Company Rules. The Airport Director may, from time to time establish rules and regulations controlling the activities of Shuttle Vehicles while on Airport Property.

(18) Vehicle Standards. In this subsection, the term "vehicle" means a Taxicab, Limousine, Courtesy Vehicle, and Shuttle Vehicle. The vehicle shall meet all safety standards required by law and be kept in good operating condition and appearance, including, but not limited to the following:

- (a) A vehicle shall not have a windshield or any window which is cracked or broken.
- (b) A vehicle's interior and exterior shall be free of dirt, mud, oil, rips, tears, exposed springs, food stuff, trash, waste material, or any other substance or object capable of harm, damage, or injury to, or interference with the person, clothing, personal property, comfort, or convenience of any passenger, whether upon ingress or egress of such vehicle or while riding therein. A vehicle shall have an exterior which is free of any misshapen or deformed condition arising from collision, crash, or other impact. Vehicles shall be free of holes in floor boards, and the trunk shall be empty except for emergency equipment. The vehicle shall be free of exterior rust and exteriors must be painted a uniform color so as not to have patches of un-matching paint on the vehicle. The vehicle shall have operational headlights, taillights, parking lights, and right/left turn signals; there shall be no missing bumper(s), taillight covers, license plates, or mirrors; there shall be no missing or different style hubcaps; there shall be no oil, coolant, or other fluid leaks; the vehicle's exhaust pipe shall be secured and the muffler operational; there shall be no unsecured or missing decorative pieces (chrome).
- (c) This subsection (18) applies to all vehicles operated at the Airport whether or not such vehicle is deemed engaged in ground transportation activities under subsection (2).

(19) Driver Conduct and Appearance. All Taxicabs, Limousines, Courtesy Vehicles, and Shuttle Vehicles and their drivers may be inspected, at any time, for compliance with the below standards. This subsection (19) applies to all drivers of Taxicabs, Limousines, Courtesy

Vehicles, and Shuttle Vehicles who operate at the Airport whether or not deemed engaged in commercial ground transportation activities under subsection (2). The Taxicab Company, Limousine Company, Shuttle Company, or establishment providing Courtesy Vehicle transportation are responsible for their respective drivers complying with the provisions of this subsection (19) and shall also be responsible for any violation thereof. It shall be a violation of this Section 25.09, for any driver of a Taxicab, Limousine, Courtesy Vehicle, or Shuttle Vehicle to do any of the following on the property of the Airport:

- (a) Interfere or attempt to interfere in any manner whatsoever with a passenger selection of ground transportation service.
- (b) Solicit, or attempt to solicit, any passenger by the utterance of words, by repeated and persistent canvassing or loitering upon the approaches or exits to the Airport terminal building, or by other acts which are calculated to induce persons to engage a particular ground transportation service.
- (c) Move, or attempt to move, baggage, parcels, or other personal property of another at a designated loading or unloading zone, except to move such baggage, parcels, or other personal property to or from the interior of the vehicle at such zone curb area for the assistance of any passenger who has engaged such ground transportation service provider.
- (d) Fail to diligently remove, or cause to be removed, his/her vehicle from Airport property in the event such vehicle becomes inoperative.
- (e) Perform, or attempt to perform, or cause to be attempted or performed, mechanical or maintenance activity, including, but not limited to, car washing, oil changing, or mechanical repair on any vehicle, except such activity minimally necessary for removal of an inoperative vehicle from Airport property.
- (f) Engage in the use of profanity or obscenity within the hearing of any member of the public, display any rudeness or discourtesy to any member of the public or, while in a designated loading or unloading zone, sleep or recline in or on any motor vehicle, or sit on the exterior thereof.
- (g) Refuse to provide any authorized service to any passenger who requests such service solely on the basis of the passenger's age, handicap, disability, sex, race, religion, creed, national origin, or any combination of any of the foregoing.
- (h) Fail to render service to any passenger, when driver is able and requested to do so, provided that the provisions of this section shall not apply when to render such service would violate any law or ordinance, or it is physically impossible to do so because of an act of God or when the prospective passenger fails to render and pay the fare in advance if specifically requested to do so by the driver.

- (i) Stage a vehicle in any location other than a designated staging area.
- (j) Load or unload, or attempt to load or unload, any passenger at any location other than a designated zone.
- (k) Fail or refuse to remain within ten (10) feet of his/her vehicle while such vehicle is parked at a staging, loading, or unloading zone, except as may otherwise be required by reason of personal necessity, or as authorized by rules or regulations issued by the Airport Director. A driver is permitted to leave his/her vehicle for a period not to exceed ten (10) minutes and may enter the terminal building not more than two (2) times per trip to the Airport, provided that there shall be no entry to nor presence inside the terminal within thirty (30) minutes after the arrival of a scheduled commercial airline flight.
- (l) Dispose of garbage, papers, refuse, or other material on Airport property, except in receptacles provided for that purpose, or use a comfort station other than in a clean and sanitary manner, or expectorate on floors, walls, or other surfaces of any Airport facility.
- (m) Drink intoxicating beverages, be intoxicated, or in a drugged condition, or commit any disorderly, obscene, or indecent act, or commit any act of nuisance, nor conduct or engage in any form of gambling, or violate any federal, state, or local laws on the Airport property.
- (n) Allow any other person, except a patron, to occupy or ride in the vehicle, except while training a new driver.
- (o) Allow any pets or animals, other than pets or animals of a patron employing the vehicle, to occupy or ride in the vehicle.
- (p) Fail or refuse to comply with or otherwise violate any administrative regulation promulgated by the Airport Director, or any lawful directive of the Airport Director or Airport Security.
- (q) Drivers of vehicles shall be neat and clean, well-groomed in appearance, and suitably dressed, and free from offending body odor. Male drivers shall be clean shaven and hair shall be neatly trimmed. If a beard or mustache is worn, it shall be well groomed and neatly trimmed at all times in order to not present a ragged appearance. Factors to be considered in judging the suitability of a driver's attire shall include, but not be limited to, fraying, rips, tears, holes, and cleanliness.
- (r) The following articles of clothing, when worn as an outer garment, are considered inappropriate and are prohibited for drivers: underwear, tank tops,

body shirts, swim ware, jogging suits, halter tops, or other similar types of attire.

(20) Taxicab Fares. Prior to transporting patron(s)/passenger(s), a Taxicab Driver shall inform the patron(s)/passenger(s) of the fare to be charged for the requested transport. The fare shall include all amounts (excluding tip) that the patron(s)/passenger(s) will be required to pay the Taxicab Driver upon completion of the transport. Unless the patron(s)/passenger(s) requests a material change in the requested transport, thereby resulting in a material change in the distance and/or time to accomplish the same, the amount payable by the patron(s)/passenger(s) shall be the amount initially quoted by the Taxicab Driver.

(21) Regulations. All Limousines, Courtesy Vehicles, Taxicabs, TNC Vehicles, Shuttle Vehicles, Baggage Carriers, Freight Carriers, and Mail Carriers shall stage, load and unload in such a manner and in such areas as may be designated from time to time by the Airport Director.

(22) Revocation and Suspension of Permit; Denial of Access.

- (a) Permits issued under this section may be revoked or suspended by the Airport Director in the event Permittee, its employees, agents, or servants have failed to comply with any of the following:
 - (i) Provisions of this Code,
 - (ii) Regulations promulgated pursuant to this Chapter, or
 - (iii) In the event that user, its employees, agents, or servants become involved on the Airport premises in any disturbance, altercation, or dispute, verbally or otherwise, with the public or with agents or servants of any transportation or aviation company, or with the employees, agents, or officers of Brown County.
- (b) Users of the Airport who, under this Section 25.09 are not required to obtain a Permit may be denied access to the Airport in the event such user, its employees, agents, or servants have failed to comply with any of the following:
 - (i) Provisions of this Code,
 - (ii) Regulations promulgated pursuant to this Chapter, or
 - (iii) In the event that the user, its employees, agents, or servants become involved on the Airport premises in any disturbance, altercation, or dispute, verbally or otherwise, with the public or with agents or servants of any transportation or aviation company, or with the employees, agents, or officers of Brown County.

- (c) Prior to a Permit revocation or suspension, or denial of access [except under subsection (22(d))], the Permittee or user, as the case may be, must be given ten (10) days written notice of the reasons for suspension, revocation, or denial of access.
- (d) The Airport Director shall have the authority to suspend forthwith a Permit or to deny access forthwith when, in his/her judgment, an emergency or threat to the safety of Airport users exists.

(23) Appeal. Any person aggrieved by the decision of the Airport Director to suspend, revoke, or deny access under subsection (22), may appeal such decision as provided in Section 25.12.

(24) Penalties. In addition to, and not in lieu of, the provisions of subsection (22), any individual or company who shall violate any of the provisions of this Section 25.09 may be required to forfeit not less than \$50.00 nor more than \$500.00 together with the cost of prosecution. Each day of an offense shall constitute a separate offense.

(25) Permits Required and Adoption Date. If this Section 25.09 is adopted after March 1, 2017, then the Permits required under subsections (5), (7), (12), and (15), shall be required as of the first day of the first month following adoption. If a Taxicab Company has previously paid a Permit fee for the year commencing March 1, 2017, then such Permit fee shall be applied to the fee payable under subsection 6 and if the Taxicab Company elects not to obtain a Permit under subsection (5), the previously paid Permit fee shall be refunded.

Section 2 – This ordinance shall become effective upon passage and publication.

Respectfully submitted,

PLANNING, DEVELOPMENT AND
TRANSPORTATION COMMITTEE

Approved By:

COUNTY EXECUTIVE (Date)

COUNTY CLERK (Date)

COUNTY BOARD CHAIR (Date)

Authored by: Green Bay Austin Straubel International Airport
Final Draft Approved by Corporation Counsel

***Fiscal Impact:** This ordinance does not require an appropriation from the General Fund. It is projected to increase airport revenues by \$11,675 a year.*

BOARD OF SUPERVISORS ROLL CALL # _____

Motion made by Supervisor _____

Seconded by Supervisor _____

SUPERVISOR NAMES	DIST #	AYES	NAYS	ABSTAIN
SIEBER	1			
DE WANE	2			
NICHOLSON	3			
HIOYER	4			
GRUSZYNSKI	5			
LEFEBVRE	6			
ERICKSON	7			
ZIMA	8			
EVANS	9			
VANDER LEEST	10			
BUCKLEY	11			
LANDWEHR	12			
DANTINNE, JR	13			

SUPERVISOR NAMES	DIST #	AYES	NAYS	ABSTAIN
BRUSKY	14			
BALLARD	15			
KASTER	16			
VAN DYCK	17			
LINSEN	18			
KNEISZEL	19			
CLANCY	20			
CAMPBELL	21			
MOYNIHAN	22			
BLOM	23			
SCHADEWALD	24			
LUND	25			
BECKER	26			

Total Votes Cast _____

Motion: Adopted _____ Defeated _____ Tabled _____



RESOLUTION/ORDINANCE SUBMISSION TO COUNTY BOARD

DATE: March 16, 2017
REQUEST TO: Planning, Development and Transportation Committee
MEETING DATE: April 24, 2017
REQUEST FROM: Thomas W. Miller
Airport Director

REQUEST TYPE: ☐ New resolution ☐ Revision to resolution
☐ New ordinance ☒ Revision to ordinance

TITLE: Brown County Code of Ordinances, Chapter 25.09, Conveyors of Public Transportation

ISSUE/BACKGROUND INFORMATION:

To recognize and treat Transportation Network Companies (TNC's (Uber & Lyft)) similar to other ground transportation companies at the Airport. To align fee's with other Wisconsin airport's.

ACTION REQUESTED:

Approve the modified County Code 25.09, Conveyors of Public Transportation

FISCAL IMPACT:

NOTE: This fiscal impact portion is initially completed by requestor, but verified by the DOA and updated if necessary.

1. Is there a fiscal impact? ☒ Yes ☐ No
 - a. If yes, what is the amount of the impact? \$11,675
 - b. If part of a bigger project, what is the total amount of the project? \$N/A
 - c. Is it currently budgeted? ☐ Yes ☒ No
 1. If yes, in which account? _____
 2. If no, how will the impact be funded? The \$11,675 is revenue, not expense.

☒ COPY OF RESOLUTION OR ORDINANCE IS ATTACHED

PLANNING, DEVELOPMENT & TRANSPORTATION COMMITTEE AGENDA ITEM FORM

DEPARTMENT:

Airport

AGENDA ITEM:

In the Spring of 2015, the Wisconsin Legislature passed a new law that regulates and requires licensing of Transportation Network Companies (TNC) (e.g., Uber, Lyft, etc.). In view of this new law and since Brown County's Ordinance regulating ground transportation at the Airport had not been updated for some time, we have proposed that the Brown County Board update (amend) Section 25.09, Brown County Code of Ordinances - the section that covers ground transportation at the Airport, in an effort to level the playing field for all providers charging a fee.

See proposed amended resolution attached.

BRIEF BACKGROUND:

As a general rule, TNCs are regulated at the state level but taxicabs, limousines, and shuttles are regulated at the local level (e.g., city, village, or town). However, when it comes to operating at the Airport, all providers of ground transportation may be required to obtain a permit, pay permit or other fees, etc.

One of our goals in updating Section 25.09 was, to the greatest extent possible, make the rules and requirements the same for taxicab, TNC, limousine, and shuttle companies and their drivers. Since these companies operate in a different way when it comes to obtaining passengers, everything is not identical. However, all four types of providers (and their drivers) will be subject to the same fees, general vehicle condition, and driver conduct standards.

In this respect, two things are noteworthy.

In proposed Section 25.09, subsections (3) and (4) impose on taxicab, limousine, and shuttle companies' background check requirements for their drivers as well as factors that disqualify certain persons from being a driver. The provisions in subsections (3) and (4) are the same as the State Statute provisions that apply to TNC companies and their drivers.

On the subject of fees, all four providers will be subject to the same annual fee (\$1,600.00). This fee is subject to change each year as provided in the annual budget. We considered other alternatives, as well as listened to input from the stakeholders, and concluded that at this time, the best choice was an annual fixed fee.

WHAT PROPOSED ACTION IS NEEDED, IF ANY:

The airport staff respectfully requests that the proposed resolution be approved, and sent to the county board for adoption, with a June 1st, 2017 effective date.

**Brown County
Airport
Budget Status Report
March-17**

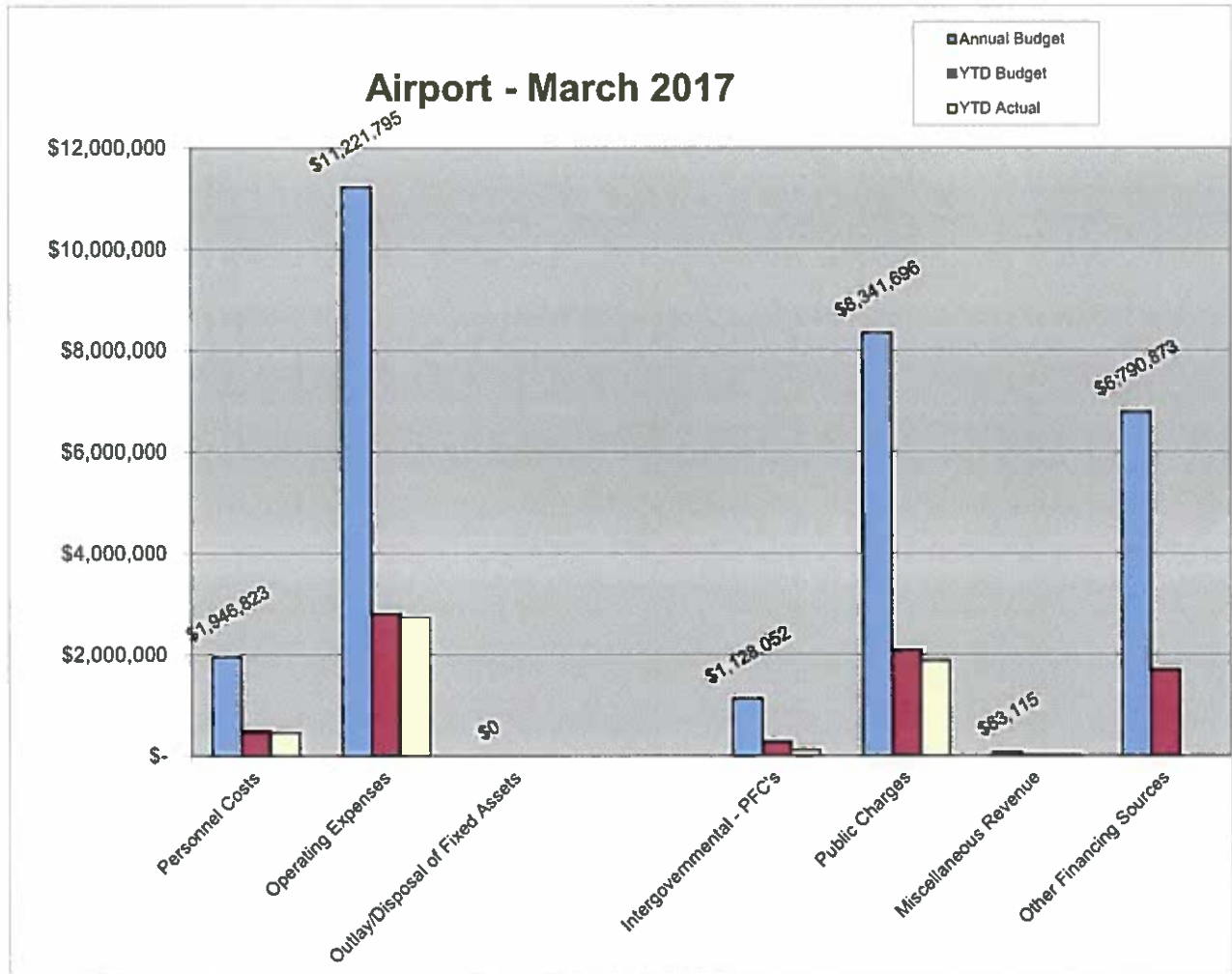
	Annual Budget	YTD Budget	YTD Actual
Personnel Costs	\$1,946,823	\$486,706	\$454,742
Operating Expenses	\$11,221,795	\$2,805,449	\$2,720,476
Outlay/Disposal of Fixed Assets	\$0	\$0	\$0
Intergovernmental - PFC's	\$1,128,052	\$282,013	\$111,032
Public Charges	\$8,341,696	\$2,085,424	\$1,879,528
Miscellaneous Revenue	\$63,115	\$15,779	\$24,532
Other Financing Sources	\$6,790,873	\$1,697,718	\$0

HIGHLIGHTS

Expenses for the first quarter of 2017 are about \$117,000 under budget for the year to date.

Revenue during the first quarter of the year lags somewhat. However, we should be on-budget by year end. So far this year, no state/federal funds have been received for capital projects.

Thru Mar	Pax On	% (+/-)
2017	65,806	+ 3.2%
2016	63,785	



BROWN COUNTY
AUSTIN STRAUBEL INTERNATIONAL AIRPORT

Departmental Openings Summary
To: Planning, Development & Transportation Committee
From: Airport

4/14/2017

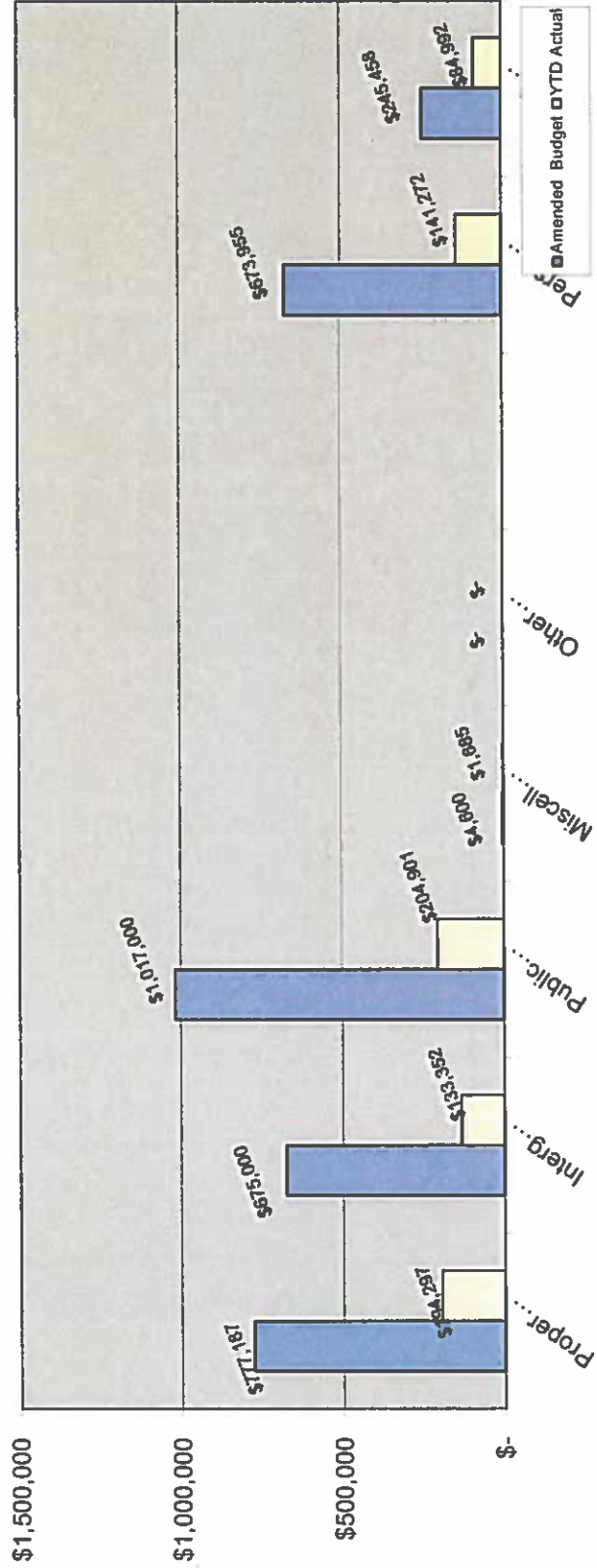
Position	Vacancy Date	Reason for Leaving	Fill or Hold	Unfilled Reason
No vacancies at this time.				

Brown County
 Register of Deeds
 Budget Status Report (Unaudited)
 Fiscal year to date 04/18/2017

The Register of Deeds is on target to meet budget expectations.

	Amended Budget	YTD Actual	Percent of Budget
Property Taxes	\$ 777,187	\$ 194,297	25.0%
Intergovernmental Rev	\$ 675,000	\$ 133,352	19.8%
Public Charges	\$ 1,017,000	\$ 204,901	20.1%
Miscellaneous Rev	\$ 4,600	\$ 1,685	36.6%
Other Financing Sources	\$ -	\$ -	0.0%
Personnel Costs	\$ 673,955	\$ 141,272	21.0%
Operating Exp	\$ 245,458	\$ 84,992	34.6%

Register of Deeds - Through 03/31/2017



Register of Deeds Annual Report

Cheryl Berken
Register of Deeds
April 2017

Table of Contents

- I. Summary
- II. Introduction.....
- III. Strategic Plan and Goals.....
- IV. Overall Accomplishments.....
- V. Annual Fees Report.....
- VI. 2015-2016 Statistics Report.....

Summary

- We are still on a steady incline for recordings in Real Estate records. The total number of real estate records recorded in 2015 was 39,708. The total number of documents recorded in 2016 was 42,260. The 2016 Real Estate Sales were up over 2015 by 3%. In 2016 we also had an increase of transfer fees of \$27,460.
- Thanks to Statewide issuance for vital records we are also on an incline of records issued. In 2016 we increased our revenue for vital records by \$3,590.
- After all was said and done there was an increase of \$74,774.00 over last year to the General Fund.

Introduction

- The Register of Deeds is a totally self-supporting department that operates on program revenue from fees collected for recording real estate documents and the issuance of certified copies of vital records filed in the State of Wisconsin. The department fulfills its mission by accomplishing necessary activities in three areas; reception of real estate documents, electronic document management and issuance of vital records.
- The recorder maintains and preserves all legal documents affecting title to real property. Ownership of rights in and claims on property constitute one of the chief forms of wealth in American society. Accurate descriptions of property help society avoid wasteful battles over boundaries and rights. Records of the exact nature of those rights are keys to orderly economic activity relating to that property. The Register of Deeds is able to tell who, what, and when about property. This function is extremely important.
- The mission of the Register of Deeds office is to maintain a perpetual, comprehensive set of public records consisting of all documents appropriately presented for recording or filing, in accordance with the law, and to provide timely, secure, accurate, archival accessible and cost-effective record systems and services that are delivered in a prompt and courteous manner. Also the issuance of vital records to the public in a private manner. Vital records consist of birth, death, marriage, divorce, and soldier discharge documentation. Vital records are critical to an individual's access to many services such as obtaining a social security number, applying for a passport, qualifying for State or County services, participating in a sports team and registering for school. In addition, vital records include personally identifiable information that, if accessed, could be used for identity theft or fraudulent purposes. These records are protected from the general public and are only issued to the person whose record it is or an immediate family member.
- Activities of the Register of Deeds office generate income.

Strategic Plan and Goals

- I took office on January 3, 2017. That day also rolled out Statewide Issuance for vital records. That means that Brown County can issue most vital records from any occurrence in the State; birth, death, marriage, etc... This helped increase issuance income in January over last year by \$1,312.00.
- The Register of Deeds office is also on a mission to alert all recorders of real estate records that we do e-record and the ease of doing so. If we get a majority of recorders e-recording it will streamline the process time for employees and customers.
- Key goals and objectives:
 - Maintain long-term capacity to process in excess of 50,000 real estate documents and issuance of 39,000 certified copies of vital records without adding staff
 - Conduct ongoing evaluations throughout the office to maximize work flow and delivery services.
 - Evaluate and pursue when beneficial, possible new sources of revenue for sales of products and services.
 - Continue to inform the public of changes in policies, procedures and/or law changes through timely communication either on our website or through e-mail.
 - Continue to review and update office policies and procedures to reflect new programs or administrative or statutory changes. And to make the office leaner and more efficient.
 - Implement cross training of staff.
 - Work with staff to improve customer service. I have actually taken on the roll of customer service so our audit department can move the tract date ahead faster. I have also been helping issue vitals when needed. I am a hands on employee as well as being the department head.
 - Back indexing real estate and vital record index is still ongoing.
- Deterrents to revenue:
 - ❖ The Feds have now raised interest rates two times since December. This will negatively affect the amount of refinance recordings coming into the office. We have no projection as of now.
 - ❖ The State budget proposes the elimination of the Rental Unit Energy Standards. In 2016 we became an agent for DSPS. This year we budgeted \$4,500.00 in revenue from issuing the sticker from this program. From January 1 to February 24 our office validated 23 stipulations and 3 waivers for a total of \$780.00 in revenue. Next year we will not be able to count on that in our budget as revenue.

Overall Accomplishments

- The transition of a new Chief Deputy and a new Register of Deeds has gone quite smoothly.
- Statewide issuance rolled out January 3rd and is very successful. Statewide issuance of vital records allows any Register of Deeds office in the State of Wisconsin to issue records of birth, death, marriage and divorce from all Wisconsin counties. Not all vital records will be eligible for statewide issuance: some special service records are excluded. Records included for statewide issuance and dates are as follows:

Birth records	October 1, 1907 to present
Death records	September 1, 2013 to present
Marriage records	June 21, 2015 to present
Divorce records	January 1, 2016 to present
Tribal marriage and divorce	January 1, 2016 to present
- All records that do not fall within the parameters above can be obtained by the County Register of Deeds where the event occurred or by the State Vital Records Office. The State Vital Records Office is working with Register of Deeds offices around the State to develop a process for loading specific vital records on demand until all historic records are converted. Statewide issuance allows the Register of Deeds to provide a simpler and more efficient method for serving our customers.
- We currently issue approximately 210 vital records a record approximately 160 real estate documents daily.
- We recently obtained a couple scanners and secure computer space to hold our vital record applications for 2 years. These applications contain personal information. Previously they were shuffled around the office and finally ended up in a box which we had to store in the basement where we share a space with another department. Now we just zip them through the scanner, save them to our secured site and shred the original.
- Our office is also on a mission to educate and promote e-record on our real estate side. E-record will streamline the recording process for customers and employees and will further decrease postage expenses.
- Our new employee training is going well. Gwen Peot is up and running on issuing vital records and back indexing real estate records.
- I was invited to speak at the Brown County Credit Union Association dinner about the new events at the Brown County Register of Deeds office.
- Completed a review and update of office policies and procedures necessary to adequately capture the duties and new procedures of each employee.
- There was an increase of per page fee over last year. This increase takes place in March of 2017.

REGISTER OF DEEDS ANNUAL FEES REPORT 2016

REAL ESTATE TRANSFER FEES

TOTAL TRANSFER FEES COLLECTED	\$3,663,642
STATE SHARE	\$2,930,913
STATE SHARE MINUS ADJUSTMENTS	\$2,924,149
COUNTY SHARE	\$732,728
DOR ADJUSTMENTS	\$6,764
ADJUSTED COUNTY SHARE	\$739,493

COPY/MISC FEES

TOTAL COPY FEES COLLECTED	\$588,462
STATE SHARE/VITALS CERTIFIED COPIES	\$184,407
CD ROM	\$6,015
PUBLIC ACCESS FEES	\$142,252
REAL ESTATE COPIES, REPORTS, MISC RECORDS	\$83,924
STIPULATION/WAIVER FEES	\$4,560
CERTIFIED COPIES / Vital Records	\$167,285
OVERAGES	\$20
TOTAL COUNTY SHARE	\$404,055

REAL ESTATE RECORDING FEES

TOTAL REAL ESTATE FEES COLLECTED	\$ 1,267,852
STATE SHARE/LAND RECORDS FUND	\$295,435
COUNTY SHARE/LAND RECORDS FUND	\$337,640
COUNTY SHARE (BALANCE)(RE recording fees)	\$634,777
TOTAL COUNTY SHARE	\$972,417

TOTAL FEES

GRAND TOTAL FEES COLLECTED	\$5,519,956
(LESS) STATE SHARE	-\$3,403,991
(LESS) FUNDS TO COUNTY LIO	-\$337,640
TOTAL EXPENDITURES	-\$884,775
SURPLUS TO GENERAL FUND	\$893,550

REGISTER OF DEEDS STATISTICS

2016 REPORT

VITAL RECORDS FILED OR RECORDED WITHOUT FEES	2015	2016	VITAL RECORDS ISSUED FOR FEES	2015	2016
BIRTH CERTIFICATES	4,594	4,835	BIRTH CERTIFICATES	13,052	13,123
DEATH CERTIFICATES	2,362	2,523	DEATH CERTIFICATES	24,159	24,596
MARRIAGE CERTIFICATES	1,853	1,622	MARRIAGE CERTIFICATES	5,777	5,878
DOMESTIC PARTNERSHIPS	3	2	DOMESTIC PARTNERSHIPS	4	4
MILITARY DISCHARGES	122	59			
REPLACEMENT COPIES	25	2			
TOTAL	8,959	9,043	TOTAL	42,992	43,601
BACKSCANNED BIRTHS	11,781	5,170			
BACKSCANNED MARRIAGES	2	2			
REAL ESTATE RETURNS	7,746	8,977			
REAL ESTATE DOCUMENTS FILED OR RECORDED FOR FEES			REAL ESTATE & MISC RECORDS ISSUED FOR FEES		
REAL ESTATE - MANUAL	24,362	23,522	REAL ESTATE COPIES / pages	189,549	196,198
REAL ESTATE - ELECTRONIC	15,346	18,738	UNSUCCESSFUL SEARCHES	6	10
			CD ROM	12	13
TOTAL	39,708	42,260	TOTAL	189,567	196,221
GRAND TOTAL FILED/RECORDED/ REVIEWED/BACKSCANNED	68,196	70,832	GRAND TOTAL SOLD	232,559	239,822

May 17, 2017

TO THE HONORABLE CHAIRMAN AND MEMBERS
OF THE BROWN COUNTY BOARD OF SUPERVISORS

Ladies and Gentlemen:

RESOLUTION ADOPTING THE
BROWN COUNTY FARMLAND PRESERVATION PLAN 2017-2027

WHEREAS, Brown County is required under Chapter 91 of the Wisconsin Statutes to prepare and adopt a farmland preservation plan; and

WHEREAS, the Brown County Board of Supervisors adopted the *Brown County Farmland Preservation Plan 2012* on September 19, 2012; and

WHEREAS, over the past year, Brown County staff has coordinated with the participating Brown County communities and State of Wisconsin Department of Agriculture, Trade, and Consumer Protection to prepare the *updated* farmland preservation plan, i.e., the *Brown County Farmland Preservation Plan 2017-2027*; and

WHEREAS, adoption of the *Brown County Farmland Preservation Plan 2017-2027* will allow qualified Brown County landowners to continue to apply for the Wisconsin Farmland Preservation Income Tax Credit; and

WHEREAS, after public meeting and due consideration, the Brown County Planning Commission Board of Directors recommends, and has forwarded a resolution recommending, the adoption of the *Brown County Farmland Preservation Plan 2017-2027* to the Planning, Development, and Transportation Committee; and

WHEREAS, a public hearing was held by the Brown County Planning, Development, and Transportation Committee on April 24, 2017, following a Class I public notice and 30-day review period; and

WHEREAS, following public hearing, public meeting, and due consideration, the Planning Development and Transportation Committee has recommended adoption of the *Brown County Farmland Preservation Plan 2017-2027* to the Brown County Board of Supervisors.

NOW, THEREFORE, BE IT RESOLVED, that the Brown County Board of Supervisors hereby adopts the *updated* Brown County Farmland Preservation Plan, i.e. the *Brown County Farmland Preservation Plan 2017-2027*, as attached.

Respectfully submitted,

PLANNING, DEVELOPMENT AND
TRANSPORTATION COMMITTEE

Approved By:

TROY STRECKENBACH
COUNTY EXECUTIVE

Date Signed: _____

Authored by: Planning and Land Services
Final Draft Approved by Corporation Counsel's Office

Fiscal Note: This resolution does not require an appropriation from the General Fund.



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P.O. BOX 23600
GREEN BAY, WISCONSIN 54305-3600

CHUCK LAMINE, AICP

PHONE (920) 448-6480 FAX (920) 448-4487
WEB SITE www.co.brown.wi.us/planning

PLANNING DIRECTOR

RESOLUTION/ORDINANCE SUBMISSION TO COUNTY BOARD

DATE: April 17, 2017
REQUEST TO: Planning, Development, and Transportation Committee
MEETING DATE: April 24, 2017
REQUEST FROM: Chuck Lamine
Planning Director

REQUEST TYPE: ☒ New resolution ☐ Revision to resolution
☐ New ordinance ☐ Revision to ordinance

TITLE: Resolution Adopting the Brown County Farmland Preservation Plan for 2017

ISSUE/BACKGROUND INFORMATION:

The current Brown County Farmland Preservation Plan expires at the end of 2017. The update will allow qualified Brown County landowners to continue to collect the Wisconsin Farmland Preservation Plan Income Tax Credit.

ACTION REQUESTED:

To approve the resolution adopting the amended Brown County Farmland Preservation Plan.

FISCAL IMPACT:

NOTE: This fiscal impact portion is initially completed by requestor, but verified by the DOA and updated if necessary.

1. Is there a fiscal impact? ☐ Yes ☒ No
 - a. If yes, what is the amount of the impact? \$ _____
 - b. If part of a bigger project, what is the total amount of the project? \$ _____
 - c. Is it currently budgeted? ☐ Yes ☐ No
 1. If yes, in which account? _____
 2. If no, how will the impact be funded? _____

☒ **COPY OF RESOLUTION OR ORDINANCE IS ATTACHED**

Brown County Comprehensive Plan Agricultural Resources Chapter and Farmland Preservation Plan

DRAFT 3/20/2017

CHAPTER 7

Agricultural Resources and Farmland Preservation Plan

Introduction

As in many other growing communities, planning in Brown County often focuses more on such issues as developed land uses, transportation, and infrastructure and less on agriculture as its own distinct land use. However, agriculture and its associated land uses provide a strong influence on quality of life issues, character of the



community, and economic base of Brown County. Reasonable and timely protection of agricultural resources can help preserve a community's history and identity and sustain a cornerstone Wisconsin industry. In an urbanizing county like Brown County with its mix of urban, suburban, and rural lands, sensible protection of agricultural resources can help ensure a successful and profitable agricultural presence.

According to a 2014 update of a 2009 study by the University of Wisconsin Extension, the agricultural sector contributed \$88.3 billion in economic activity in 2012 or about 16.0 percent of Wisconsin's total¹. This total equates to a 49.3 percent increase from the 2007 economic activity figure of \$59 billion in statewide agricultural economic activity. The 2014 Agricultural Statistics as compiled by the National Agricultural Statistics Survey (NASS) lists Wisconsin production as ranked in the top four nationally in the following commodities (national rank in parentheses).²

- *Total cheese production (1)*
- *Dry whey production (1)*
- *Milk goats (1)*
- *Mink pelts (1)*
- *Corn for silage (1)*
- *Cranberries (1)*
- *Snap beans for processing (1)*
- *Milk production (2)*

¹ Contribution of Agriculture to the Wisconsin Economy. Updated for 2012. Steven Deller, University of Wisconsin – Madison/Extension. Accessed 6/2/2016.

² 2014 Wisconsin Agricultural Statistics: USDA National Agricultural Statistics Service.

- *Milk cows (2)*
- *Carrots for processing (2)*
- *Oats (3)*
- *Potatoes (3)*
- *Sweet corn for processing (3)*
- *Green peas for processing (3)*
- *Cucumbers for pickles (3)*
- *Forage (dry equivalent) (4)*
- *Tart cherries (4)*
- *Maple syrup (4)*

It is important to understand that what happens to agriculture has an impact on other aspects of our lives and on our society. It impacts not only the relationships between farming and the local economy but also the relationships between growth and development. It affects the quality and pattern of development. Unplanned and uncontrolled growth within and adjacent to agricultural areas can lead to leapfrog development, inefficient extension of utilities and urban infrastructure, and fragmentation of agricultural and rural landscapes. Not only are such development patterns inefficient in and of themselves (leading to a higher per capita cost for such infrastructure as roads, sewer, water, and stormwater), but they also cause existing land uses to become inefficient. In regard to agriculture, this often means fewer large parcels and blocks of farmland, which lead to greater transportation and land use conflicts with adjoining nonagricultural properties. Fewer large parcels also lead to greater costs to the farmer in that nutrients must be transported greater distances to find enough land for proper spreading, and plowing, planting, and harvesting operations become more inefficient as parcels become smaller and interruptions more frequent. Furthermore, the loss of the open space associated with agriculture and its environmental, historical, and cultural benefits are lost forever.

The Brown County Farmland Preservation Plan was last officially updated and certified by the Wisconsin Department of Agriculture, Trade, and Consumer Protection (DATCP) in 2013 to allow eligible farmers to obtain the state farmland preservation tax credit to reduce their state income tax liability. DATCP subsequently certified the Brown County Farmland Preservation Plan for five years. In order to maximize efficiencies of effort and resources, this chapter of the Brown County Comprehensive Plan will also serve to meet the requirements of the certified Farmland Preservation Plan for Brown County.

Since the 2004 comprehensive plan, Brown County's agricultural lands have continued to be converted to non-agricultural uses such as homes, businesses, roads, and schools. The transition of agricultural lands to other land uses is reflected in the 58,568 acres of lost agricultural lands within Brown County from 1970 (227,254 acres) through 2016 (168,686 acres). Agricultural lands now total less than 50 percent of the land uses in Brown County, as identified in Figure 7-1.

Figure 7-1: Analysis of Historical Agricultural Lands In Brown County

Year	Acres	Percentage of County	Absolute Change In Acres	Percent Change
1970	227,254	66.33%	--	--
1980	216,809	63.28%	-10,445	-4.60%
1990	201,668	58.86%	-15,141	-6.98%
2000	180,331	52.63%	-21,337	-10.58%
2016	168,686 ¹	49.23%	-11,645	-6.46%

Source: Brown County Planning Commission, 1970 - 2016.

Recognizing this trend not just in Brown County, but statewide, in 2009 the State of Wisconsin undertook an effort implemented through the counties to modernize the state's farmland preservation program. This second generation of the farmland preservation program, now known as the Wisconsin Working Lands Initiative (WLI), includes a sliding state income tax credit, the value of which depends upon the level of protection afforded agricultural lands in local zoning ordinances. Additionally, participating landowners must be in compliance with nutrient management and other environmental requirements, produce over \$6,000 in gross farm receipts, and be current in property taxes. Specific major changes to the program include:

- *Increasing the state income tax credit from a complex formula averaging around \$2.50/acre of farmland in Brown County to a flat \$7.50/acre of farmland zoned within a certified farmland preservation zoning district in Brown County.*
- *Creation of Agricultural Enterprise Areas (AEAs) which are comprised of large blocks of generally contiguous agricultural lands, consisting of at least five separate landowners. The landowners enter into a separate 15-year contract (agreement) with the state to keep the land in agriculture in exchange for a premium state income tax credit of \$10/acre.*
- *Allowing limited non-farm residential development within the certified agricultural zoning district provided certain density and performance standards are met and a conditional use permit is obtained.*

When Brown County first prepared the 2013 Farmland Preservation Plan, the Working Lands Initiative statutes included a conversion fee on an acreage basis equal to three times the assessed value of Class I farmland in the local community. The fee was to be collected by the local municipality if/when a rezoning from the certified agricultural zoning district to a non-certified zoning district (for instance from the farmland preservation zoning district to a residential zoning district) was approved. The stated intent of the conversion fee was to fund a statewide Purchase of Agricultural Conservation Easement (PACE) program to purchase the development rights on agricultural lands from willing landowners and keep those lands in agricultural production in perpetuity. However, the conversion fee requirement resulted in a significant number of rural Brown County landowners, including active agricultural producers, not wanting to participate in the program. Although, the farmland preservation conversion fee was ultimately dropped from the program through state

¹ Does not include farm buildings

legislative action, very few of the nonparticipating rural landowners wanted to work with the program. This resulted in a patchwork of lands within the Brown County Farmland Preservation Plan and locally certified agricultural zoning districts.

Updating the farmland preservation plan within the revised framework of Chapter 91 of the Wisconsin State Statutes is one step toward stemming the loss of agricultural lands in Brown County. Even considering the historic trend of decreasing land uses devoted to agriculture, agricultural production and supportive industries within Brown County are critically important components of the county's overall economy, landscape, and quality of life. The following goal and objectives will form the framework for the Brown County Farmland Preservation Plan and Agricultural Chapter of the Brown County Comprehensive Plan.

Agricultural Resources Goal

- *Balance the development of agricultural lands with the long-term sustainability of agricultural production in Brown County.*

Objectives

- *Evaluate the economic impact of agriculture and agricultural-related businesses on Brown County's economy.*
- *Support efforts to maintain the character of Brown County's agricultural areas and rural communities.*
- *Encourage infill development, redevelopment, and the efficient, logical, and cost-effective extensions of utilities and infrastructure to retain adjacent agricultural lands as long as appropriate and feasible.*
- *Protect productive agricultural lands through innovative preservation and development techniques.*
- *Encourage the growth of business enterprises and clusters supportive of the agricultural sector.*
- *Support the diversification of Brown County's historic agricultural products into those that have a high value-added potential.*
- *Promote direct farm to market initiatives and marketing efforts.*
- *Utilize environmentally sensitive tillage, cropping, and nutrient management techniques to protect Brown County's surface water and ground water resources.*
- *Coordinate with Brown County's rural communities regarding agricultural planning and rural economic development.*

In reviewing the Brown County Farmland Preservation Plan, it is important to note the background upon which the plan was developed. Within Brown County, all general purpose land use zoning is administered at the local level. Therefore, every town,

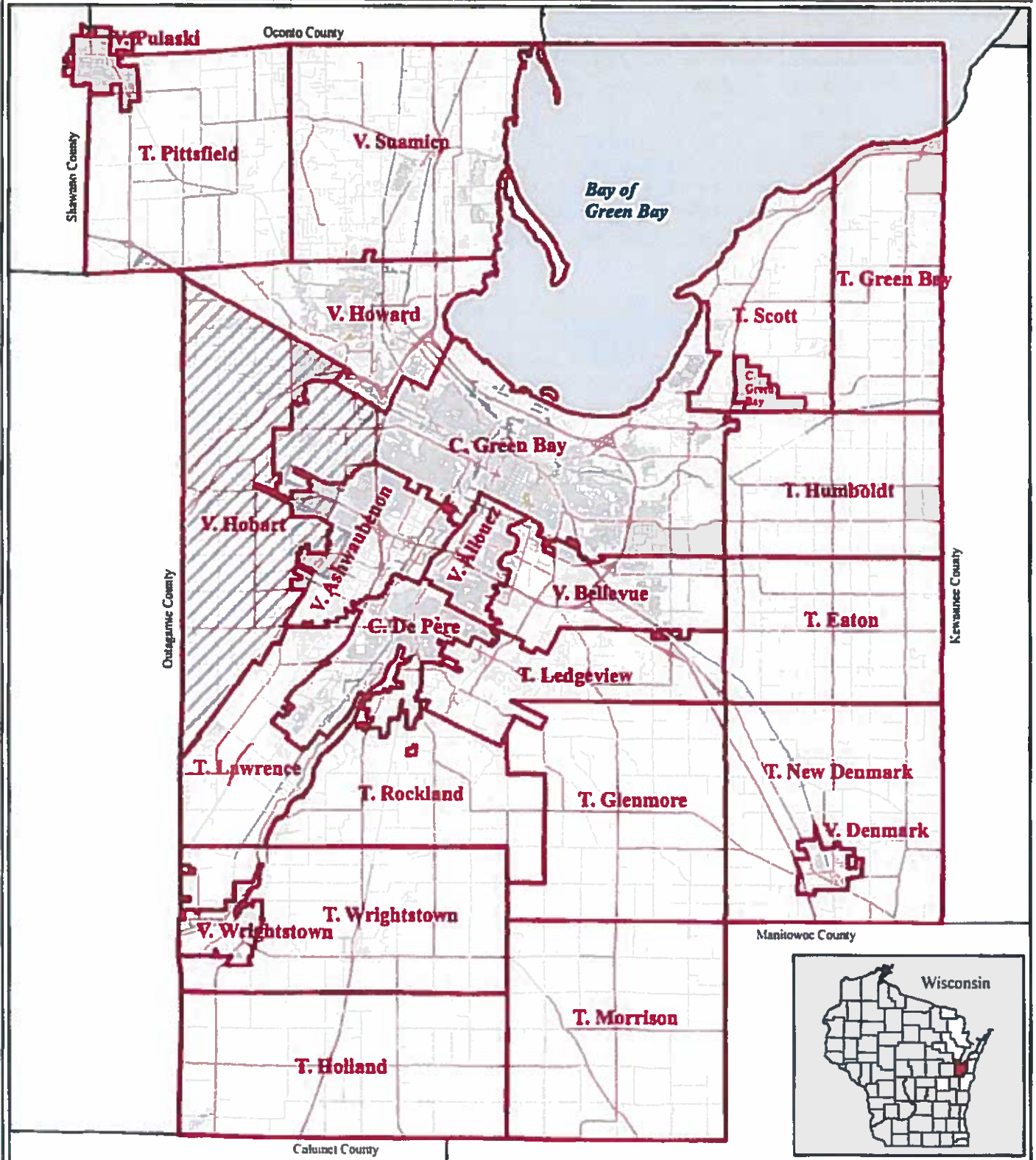
village, and city has its own unique zoning ordinance, map, and zoning classifications; however, under Wisconsin State Statutes Chapter 91, the county is responsible for preparing the farmland preservation plan, with which the local zoning ordinances and maps must be consistent. This could have created an incredible amount of animosity between the county and local communities, if the county would have taken a heavy-handed approach and dictated to the communities where their farmland preservation areas would be, contrary to Brown County's history of local zoning control. Instead, the county and local communities partnered with one another to cooperatively develop the county farmland preservation areas consistent with local comprehensive plans, goals, and objectives.

The 2017-2027 Brown County Farmland Preservation Plan and Agricultural Chapter of this comprehensive plan builds on many years' of effort at the local, county, and state levels. The completion of this plan represents a significant achievement by all parties involved as we move forward in promoting and protecting Brown County's agricultural sector and rural communities. Figure 7-2 identifies all local Brown County communities.

Figure 7-2

Brown County Local Municipalities and Oneida Nation

Brown County Comprehensive Plan Update



SECTION 2

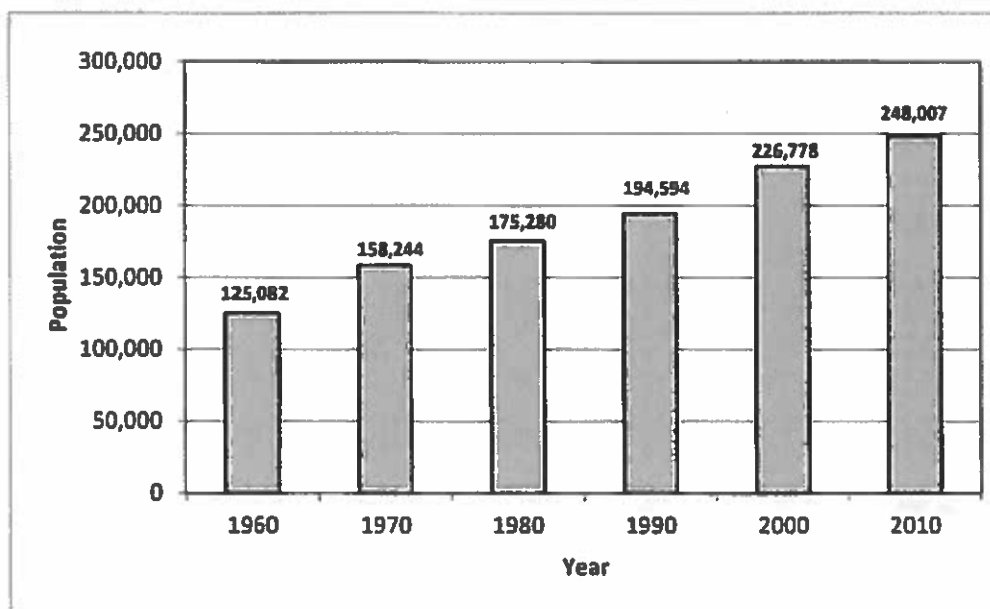
Development Trends

Although the following information is largely identified in other chapters of this comprehensive plan, under Chapter 91 of the Wisconsin State Statutes, Brown County is required to identify current development trends across the county as part of the farmland preservation plan. The following section will summarize those trends.

Population

Over the past 50 years, Brown County has experienced strong population growth as the total county population increased from 125,082 in 1960 to 248,007 in 2010. Between 2000 and 2010, the County added 21,229 residents, for a growth rate of 9.4 percent. On average, Brown County has added just over 20,000 residents per decade over the past 50 years. Figure 7-3 depicts the population growth of Brown County from 1960-2010.

Figure 7-3: Brown County Historical Population Growth, 1960-2010



Source: U.S. Census of Population, 1960-2010.

The largest community in terms of population continues to be the City of Green Bay as it has increased its population from 62,888 people in 1960 to 104,057 people in 2010. However, over the same time period, its relative share of total population in Brown County has decreased from 50.3 percent in 1960 to 42.0 percent in 2010. This trend is indicative of the comparatively faster demographic growth in the suburban communities. Figure 7-4 identifies the historical population growth of the individual municipalities for the time period of 1960-2010.

Figure 7-4: Brown County Municipality Growth Trends Ranked by 2010 Census Population

Community	Year						Percent Change	Numeric Change
	1960	1970	1980	1990	2000	2010	2000 – 2010	2000 – 2010
C. Green Bay	62,888	87,809	87,899	96,466	102,313	104,057	1.70%	1,744
C. De Pere	10,045	13,309	14,892	16,594	20,559	23,800	15.76%	3,241
V. Howard	3,485	4,911	8,240	9,874	13,546	17,399	28.44%	3,853
V. Ashwaubenon	2,657	10,042	14,486	16,376	17,634	16,963	-3.81%	-671
V. Bellevue	1,007	1,736	4,101	7,541	11,828	14,570	23.18%	2,742
V. Allouez*	9,557	13,753	14,882	14,431	15,443	13,975	-9.51%	-1,468
V. Suamico	2,073	2,830	4,003	5,214	8,686	11,346	30.62%	2,660
T. Ledgeview	1,109	1,365	1,535	1,568	3,363	6,555	94.92%	3,192
V. Hobart	2,343	2,599	3,765	4,284	5,090	6,182	21.45%	1,092
T. Lawrence	1,571	1,622	1,431	1,328	1,548	4,284	176.74%	2,736
T. Scott	1,869	1,969	1,929	2,044	3,712	3,545	-4.49%	-167
V. Pulaski	1,540	1,717	1,875	2,200	3,013	3,321	10.22%	308
V. Wrightstown	840	1,020	1,169	1,262	1,934	2,676	38.37%	742
T. Pittsfield	1,273	1,647	2,219	2,165	2,433	2,608	7.19%	175
T. Wrightstown	1,301	1,463	1,705	1,750	2,013	2,221	10.33%	208
V. Denmark	1,106	1,364	1,475	1,612	1,958	2,123	8.43%	165
T. Green Bay	886	958	1,106	1,292	1,772	2,035	14.84%	263
T. Rockland	777	983	882	974	1,522	1,734	13.93%	212
T. Morrison	1,351	1,473	1,565	1,493	1,651	1,599	-3.15%	-52
T. New Denmark	1,188	1,203	1,420	1,370	1,482	1,541	3.98%	59
T. Holland	1,078	1,211	1,268	1,237	1,339	1,519	13.44%	180
T. Eaton	950	1,049	1,106	1,128	1,414	1,508	6.65%	94
T. Humboldt	908	1,101	1,281	1,334	1,338	1,311	-2.02%	-27
T. Glenmore	1,035	1,110	1,046	1,057	1,187	1,135	-4.38%	-52
T. Preble	12,245	Consolidated with the City of Green Bay						
Brown County	125,082	158,244	175,280	194,594	226,778	248,007	9.36%	21,229

Source: U.S. Census Bureau, 1960-2010.

*Error in 2000 Census prison population resulted in an overstatement of 925 persons in final 2000 population count for Village of Allouez.

Based upon the data presented, and a review of the 2015 population estimates, it is evident the communities largely within the Green Bay Metropolitan Area continue to exhibit the strongest numeric gains in population over the past 10 years, with much smaller numeric gains in the non-metro communities. However, it is important to note the rate (percent change) of population growth in the more outlying communities, most notably the Towns of Lawrence and Ledgeview and Village of Wrightstown, and more recently the Village of Hobart.

Municipal Growth Projections

In 2014, the Wisconsin Department of Administration (WDOA) released updated population projections for Wisconsin municipalities through the year 2040. As this is a 20-year comprehensive plan, the projections through the year 2035 were used. According to these projections, the population of Brown County is forecasted to increase by 54,180 persons from the 2015 projection of 254,550 to 308,730 people by 2035. Figure 7-5 identifies the WDOA projected populations for all Brown County communities, ranked by projected numeric change.

Figure 7-5: Brown County Municipality Growth Trends Ranked by Projected Numeric Change

Community	Year							Projected Numeric Change 2015 - 2035
	2000 Census	2010 Census	2015 Proj.	2020 Proj.	2025 Proj.	2030 Proj.	2035 Proj.	
C. Green Bay	102,313	104,057	104,300	108,050	111,200	113,850	114,700	10,400
V. Howard	13,546	17,399	19,090	21,480	23,820	26,110	28,000	8,910
C. De Pere	20,559	23,800	24,450	26,260	27,950	29,550	30,700	6,250
V. Bellevue	11,828	14,570	15,080	16,480	17,840	19,140	20,150	5,070
V. Suamico	8,686	11,346	11,900	13,180	14,430	15,650	16,620	4,720
T. Ledgeview	3,363	6,555	7,455	8,590	9,710	10,810	11,760	4,305
V. Hobart	5,090	6,182	7,450	8,585	9,705	10,810	11,750	4,300
T. Lawrence	1,548	4,284	4,750	5,480	6,195	6,900	7,505	2,755
V. Wrightstown	1,934	2,676	2,775	3,065	3,350	3,625	3,840	1,065
T. Scott	3,712	3,545	3,640	3,935	4,210	4,470	4,665	1,025
V. Ashwaubenon	17,634	16,963	16,890	17,320	17,630	17,870	17,810	920
V. Pulaski	3,013	3,321	3,345	3,555	3,740	3,915	4,025	680
T. Green Bay	1,772	2,035	2,080	2,240	2,385	2,530	2,625	545
T. Rockland	1,522	1,734	1,780	1,930	2,075	2,210	2,310	530
T. Pittsfield	2,433	2,608	2,660	2,815	2,960	3,090	3,165	505
T. Wrightstown	2,013	2,221	2,260	2,400	2,535	2,655	2,725	465
V. Denmark	1,958	2,123	2,155	2,275	2,385	2,490	2,550	395
T. Eaton	1,414	1,508	1,545	1,640	1,730	1,815	1,870	325
T. Holland	1,339	1,519	1,540	1,630	1,715	1,790	1,840	300
T. New Denmark	1,482	1,541	1,565	1,645	1,715	1,780	1,820	255

V. Allouez	15,443	13,975	13,810	14,030	14,150	14,200	14,030	220
T. Morrison	1,651	1,599	1,595	1,635	1,670	1,695	1,695	100
T. Humboldt	1,338	1,311	1,310	1,345	1,375	1,395	1,390	80
T. Glenmore	1,187	1,135	1,125	1,155	1,175	1,190	1,185	60
Brown County	226,778	248,007	254,550	270,720	285,650	299,540	308,730	54,180

Source: U.S. Census Bureau, 2011; Wisconsin Department of Administration, 2014; Brown County Planning Commission, 2016.

As identified in Figure 7-5, the City of Green Bay is projected to add the largest number of new residents, while the Village of Howard, City of De Pere, and the other suburbs in the immediate metropolitan area are expected to continue to see strong population growth as well. Numeric population growth is expected to be relatively slow in rural portions of Brown County. However, when viewed as a percentage of total population, there will be some proportional growth in the rural areas as well.

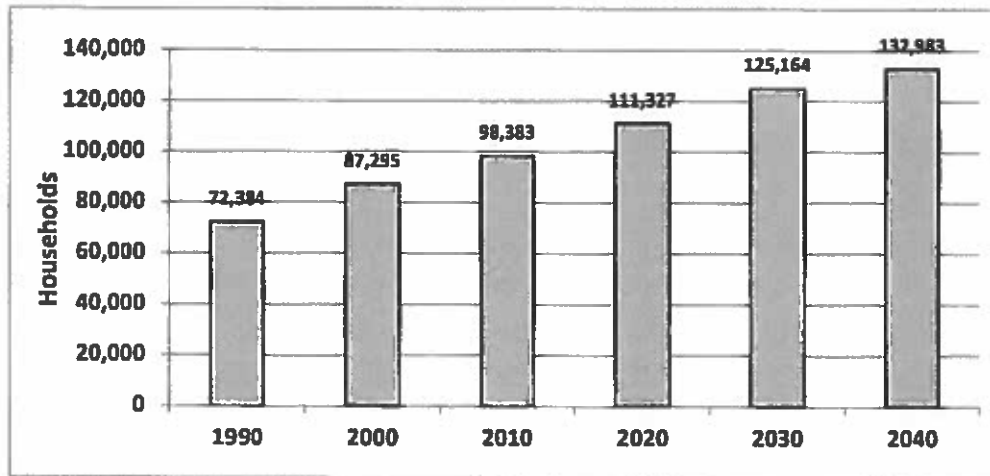
Housing

Brown County currently has a wide range of housing choices, primarily due to the wide range of urban, suburban, and rural communities that the County is comprised of. However, within each of these individual communities there may not be as wide a variety of housing types as in the County as a whole. Residential subdivisions that have been developed since the 1950s tend to be very uniform and consist almost exclusively of single-family homes. These subdivisions are primarily separated from other uses (commercial, institutional, recreational, etc.) and housing types, resulting in “pods” of single-use developments and creating an environment where every trip out of the house to run errands must be by vehicle because the land uses are separated and spread out. In order to create an environment where walking and bicycling are viable transportation options, a mixing of land uses, including a variety of housing types, should be integrated into new developments and included in redevelopment efforts as well.

Providing a wide range of housing choices is necessary for each community to maintain a stable housing stock and population base. Therefore, it is necessary for each community to provide as wide a selection of housing choices as their utilities and other services can supply. Different housing choices might include single-family homes, townhouses, duplexes, apartments, and group homes.

Corresponding with the growth in population, the total number of households within Brown County has also increased substantially over the past few decades. As depicted in Figure 7-6, the total number of households has increased from 72,384 in 1990 to an estimated 98,383 in 2010. Brown County households are projected to increase to 132,983 by the year 2040.

Figure 7-6: Brown County Historic and Projected Households, 1990-2040



Source: U.S. Census, 1990 – 2000; Wisconsin Department of Administration, 2040 Household Projections

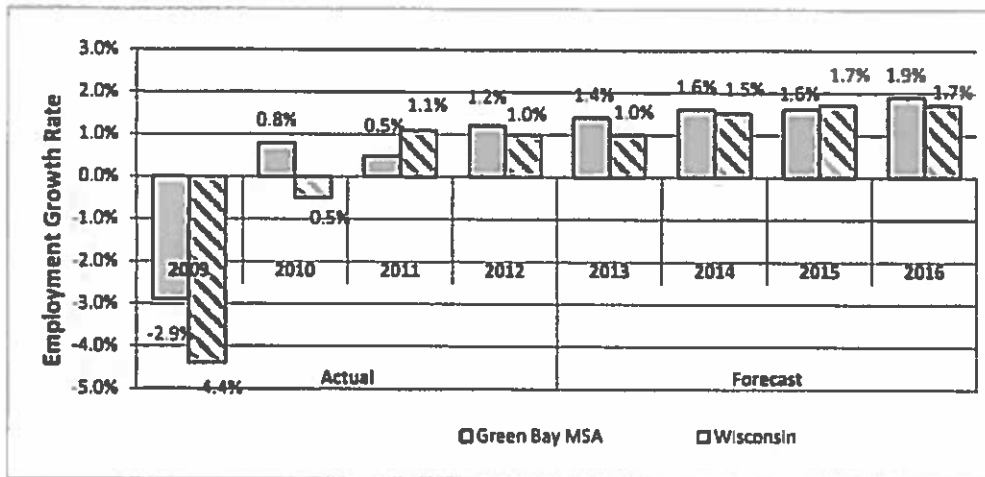
Economic Growth and Business Development

Success in economic development today requires a significant change in how economic development is done. It is important to think more broadly than was done in the past. In the past, it was believed that it was only important to attract factories and companies. Today, communities have come to realize that it is equally important to retain and attract smart, talented, entrepreneurial people who can create employment opportunities. It was felt that economic development was all about being the cheapest place to do business. Today, it is realized that physical and cultural amenities are critical to attracting and retaining entrepreneurs. In the past, it was believed that economic development was the government's job. However, change will come only through partnerships between government, businesses, and nonprofit organizations.

The key to an economic development strategy is having a quality product/community to market. The entire Brown County Comprehensive Plan is geared toward promoting future development in Brown County in a manner that is attractive to people and new and existing businesses. Economic development does not end at business recruitment. It also may mean promoting our historic downtowns, new waterfront development, efforts to preserve open space, and unprecedented partnerships with local universities and institutions of learning, youth, and business leaders.

As evidenced by the data depicted in Figure 7-7, the rate of economic growth in the Green Bay Metropolitan Statistical Area (MSA) (composed of Brown, Oconto, and Kewaunee Counties) is expected to continue to slowly rebound from the depths of the recession in 2009. Forecasted rates of employment growth are projected to average approximately 1.6 percent from 2013 through 2016 for the Green Bay MSA and 1.5 percent for the State of Wisconsin.

Figure 7-7: Green Bay MSA and State of Wisconsin Projected Rates of Employment Growth



Source: Wisconsin Department of Revenue – Division of Research and Policy, Winter 2014 Wisconsin Economic Outlook.

Environmental Preservation

The primary tools Brown County has at its disposal for environmental preservation are administration of Brown County Code Chapter 10 Agricultural Shoreland Management, Chapter 21 Land Division and Subdivision, Chapter 22 Shorelands and Wetlands, Chapter 23 Floodplains, and Chapter 26 Animal Waste Management. Each of the 24 local units of government plus the Oneida Nation maintain their own locally administered zoning ordinances which may contain additional environmental protection measures. Additionally, Brown County administers the water quality planning requirements of Administrative Code chapter NR 121 on behalf of the Wisconsin Department of Natural Resources. The following section will provide an overview of these five Brown County-administered ordinances and NR 121 water quality planning.

Agricultural Shoreland Management Ordinance

The Brown County Agricultural Shoreland Management Ordinance is found within Chapter 10 of the Brown County Code of Ordinances and is administered by the Brown County Land and Water Conservation Department. The ordinance requires the creation of a 35 foot-wide vegetative buffer along all stream corridors in the unincorporated areas of Brown County. The intent of the ordinance is to improve surface water quality by minimizing the impact suspended solids, pesticides, and fertilizers create from agricultural practices.

Animal Waste Management Ordinance

The Brown County Animal Waste Management Ordinance is located within Chapter 26 of the Brown County Code of Ordinances and is administered by the Brown County Land and Water Conservation Department. The purpose of this ordinance is to regulate the

location, construction, installation, alteration, design and use of animal waste storage facilities and animal feedlots so as to protect the groundwater and surface water resources of Brown County.

A permit must be obtained from the Brown County Land and Water Conservation Department for the following:

- A new animal waste storage facility or altering an existing animal waste storage facility.
- A new animal feedlot or altering an existing animal feedlot.
- Abandonment of a waste storage facility.



Additional requirements include:

- Landowners must plan and document the availability of acceptable acreage of cropland per animal unit for all future expansions of their livestock operations.
- All agricultural operations are required to have a Nutrient Management Plan according to USDA-NRCS Technical Standard 590 (2005 version), including a map highlighting where application of nutrients is restricted or prohibited.
- Agricultural producers whose land applies animal waste in the winter must obtain a Winter Spreading Plan from the Brown County Land and Water Conservation Department.

Land Division and Subdivision Ordinance and NR 121 Water Quality Planning

The Brown County Land Division and Subdivision Ordinance and NR 121 Water Quality Planning requirements complement one another in terms of environmental protection. The Brown County Land Division and Subdivision Ordinance is found within Chapter 21 of the Brown County Code of Ordinances and is administered by the Brown County Planning and Land Services Department. The ordinance regulates all land divisions of 10 acres or less outside of the designated sewer service area and land divisions of 40 acres or less inside of sewer service area. The ordinance applies within all towns and villages in Brown County.

The NR 121 Water Quality Planning requirements apply only within the areas served or soon to be served by public sewerage systems (sewer service areas). The NR 121 requirements match the environmentally sensitive area (ESA) requirements within the Brown County Land Division and Subdivision Ordinance. Figure 7-8 identifies the sewer service areas within Brown County.

Both the Land Division and Subdivision Ordinance and NR 121 require the protection of ESAs during and after the land division/development process. ESAs consist of the following water related features:



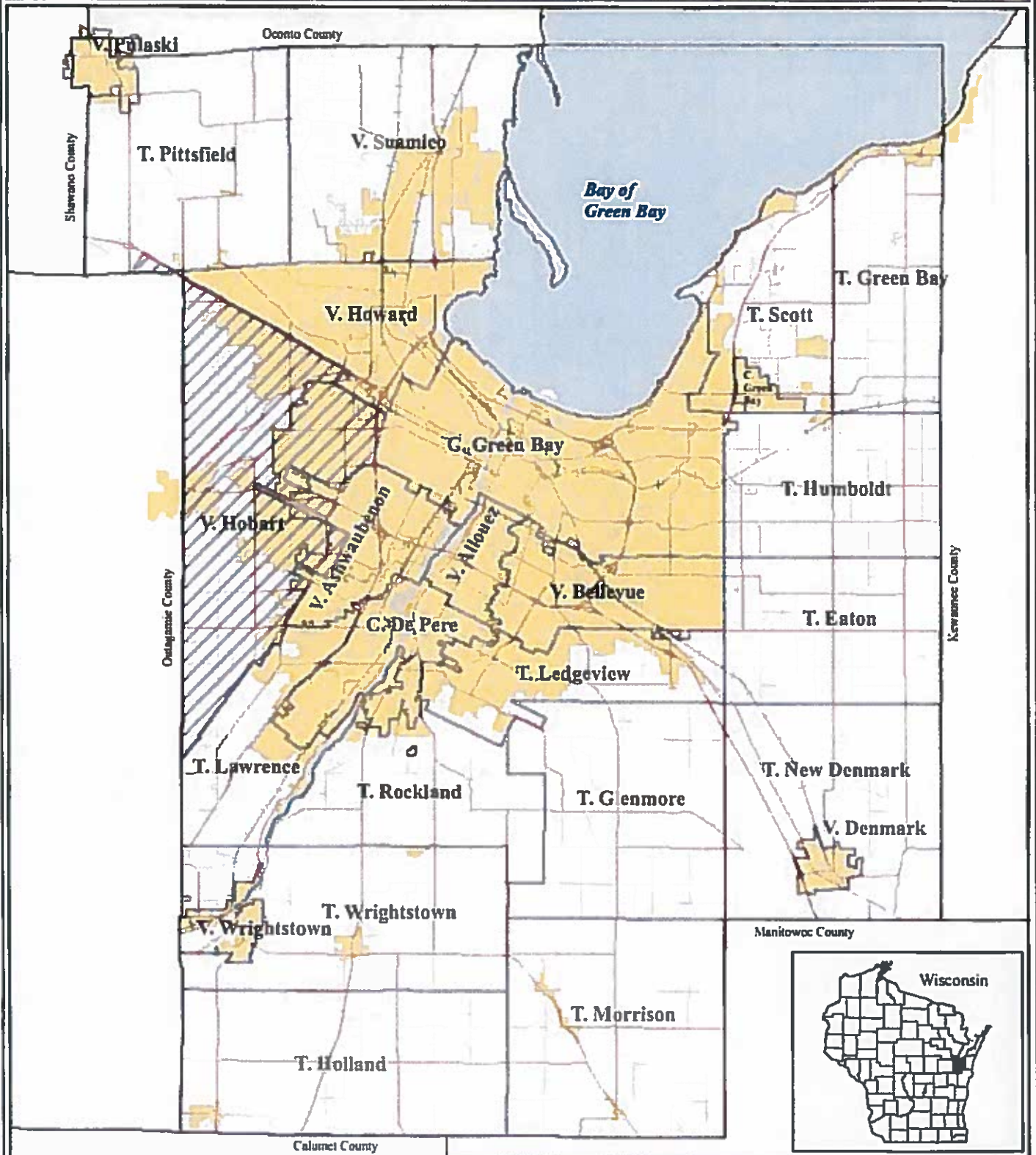
- Wetlands.
- Land within 35 feet of wetlands that are larger than two acres in size.
- Floodways plus 35 feet (but not beyond the floodplain boundary) or 75 feet beyond the ordinary high water mark, whichever is greater.
- Land within 75 feet of navigable waters if there is no Wisconsin Department of Natural Resources approved flood study.
- Land within 25 feet of non-navigable waterways shown on the USGS topographic quadrangle maps (7.5-minute series).
- Steep slopes of 12 percent or greater that are immediately adjacent to or extend into any of the features listed above.

Figure 7-9 depicts the county-wide environmentally sensitive areas.

Figure 7-8

Brown County Sewer Service Areas

Brown County Comprehensive Plan Update



Source: Brown County Planning and Land Services, 7/25/2016

- Sewer Service Areas
- Municipal Districts
- Oneida Nation

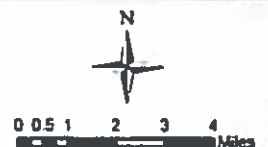
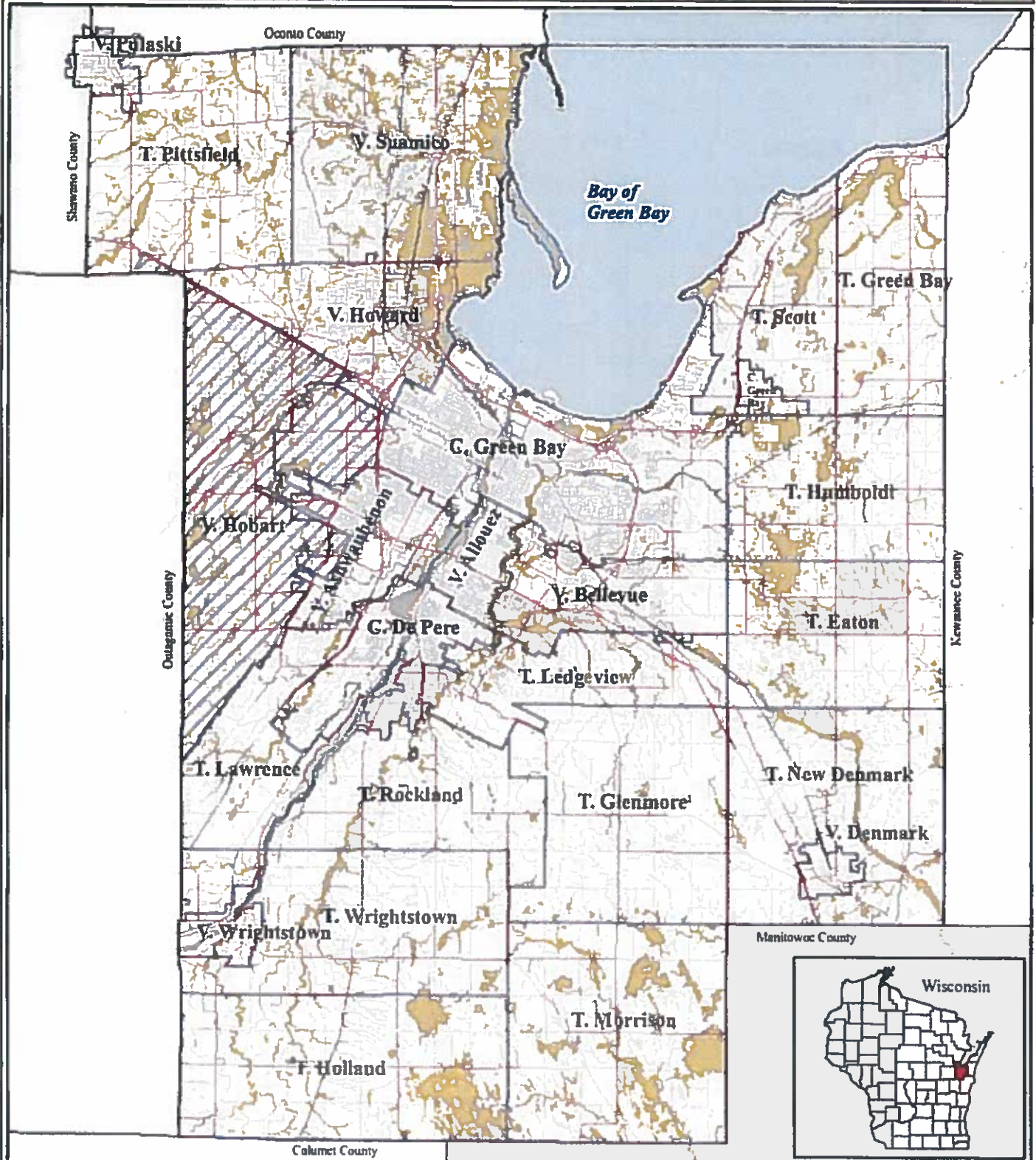


Figure 7-9

Brown County Environmentally Sensitive Areas

Brown County Comprehensive Plan Update



-  Environmentally Sensitive Areas
-  Municipal Districts
-  Oneida Nation



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Shorelands and Wetlands Ordinance

The Brown County Shorelands and Wetlands Ordinance is found within Chapter 22 of the Brown County Code of Ordinances and applies to all lands and wetlands within 300 feet of a navigable stream or river and 1,000 feet of a navigable lake, pond, or flowage. The ordinance requires permits be obtained from the Brown County Zoning Office prior to any land disturbing activity or construction within the shoreland zone. The permits are required to ensure adequate erosion control measures are in place to prevent suspended solids and other pollutants from entering the surface water.

Floodplains Ordinance

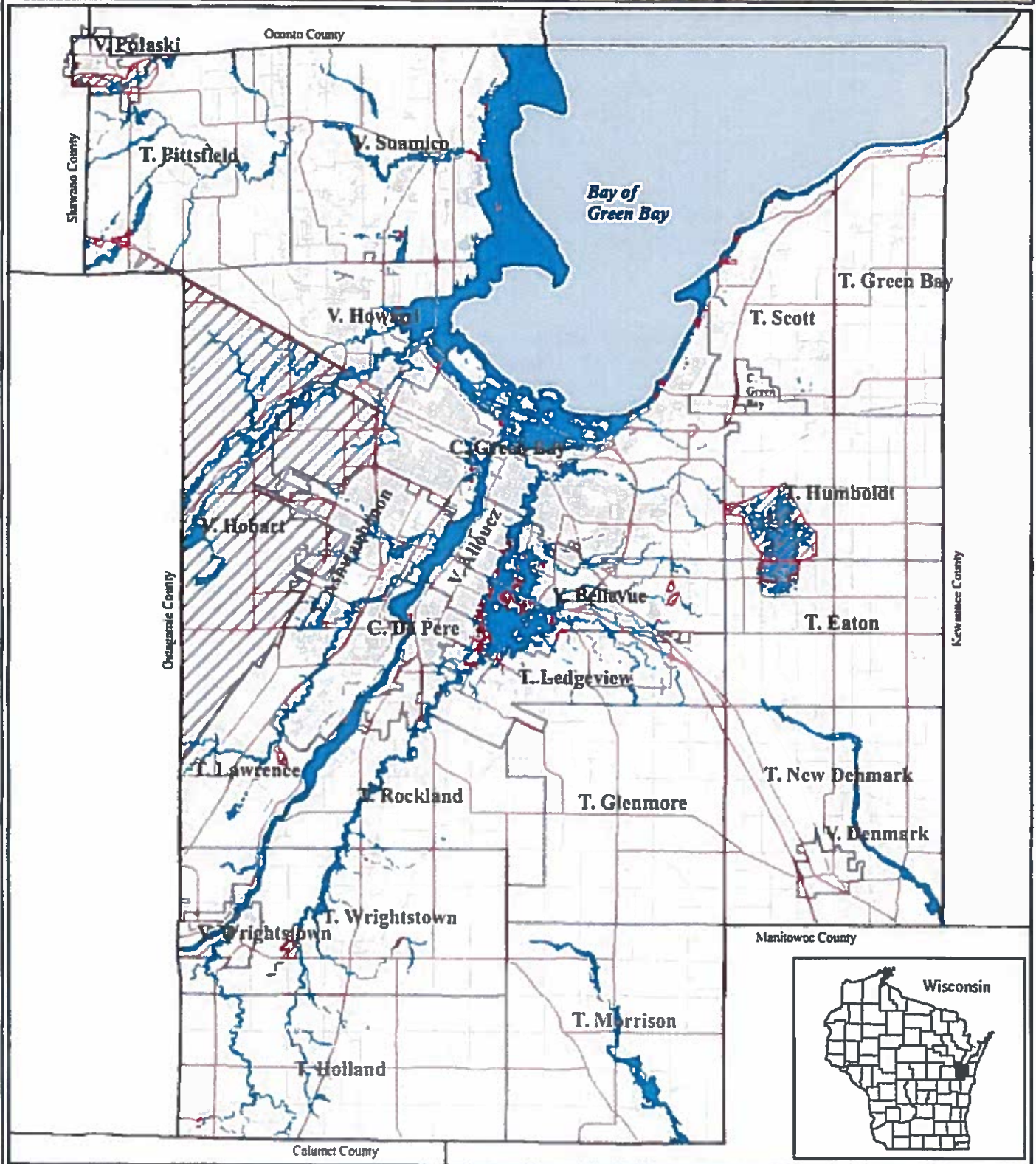
The Brown County Floodplains Ordinance is located within Chapter 23 of the Brown County Code of Ordinances. The Floodplains Ordinance regulates all development activity within identified flood fringe and floodway. Any proposed development within the flood fringe must obtain permits from the Brown County Zoning Office, and potentially from the Wisconsin Department of Natural Resources (WDNR), and/or Federal Emergency Management Agency (FEMA) in the form of a letter of map amendment (LOMA) or letter of map revision (LOMR). Development is generally not permitted within the floodway. Figure 7-10 depicts the FEMA designated floodplains within Brown County.

A more detailed discussion of the aforementioned environmental regulations may be found in Chapter 8 – Natural and Cultural Resources of this document. A summary of the transportation facilities is provided in the following section.

Figure 7-10

Brown County Flood Hazard Areas

Brown County Comprehensive Plan Update



Source: Brown County Planning and Land Services, 7/25/2016

Transportation

Brown County's transportation system consists of sidewalks, trails, streets, highways, transit (bus), freight rail, port, and airport facilities. The trend over the last several years has been toward the creation of automobile-oriented transportation systems that are characterized by a strict separation of land uses (residential from commercial, commercial from industrial, etc.), a lack of convenient connections between these uses, large parking lots situated between streets and buildings, wide streets that do not have sidewalks on either side, development significantly outside of the urban core, and other features that force people to drive to and from all of their destinations because other transportation modes are not practical. In many places, these land use and transportation facility decisions have created a dependency on the automobile so significant that the communities feel they have no choice but to continue building, rebuilding, and expanding their street and highway systems so they can continue to function. In addition to being very expensive to build and maintain, these systems make traveling very difficult for people who cannot drive. These types of transportation systems also force elderly people and others who might prefer not to drive to continue using their cars out of fear of losing their independence. The transportation network should be sensitive to and therefore reflective of, the existing and future land uses and populations it supports.

A much more detailed discussion of Brown County's transportation background, goals, objectives, and policies may be found in Chapter 3 – Transportation of this document.

Streets and Highways

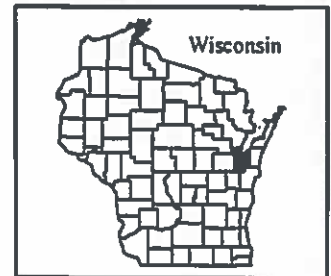
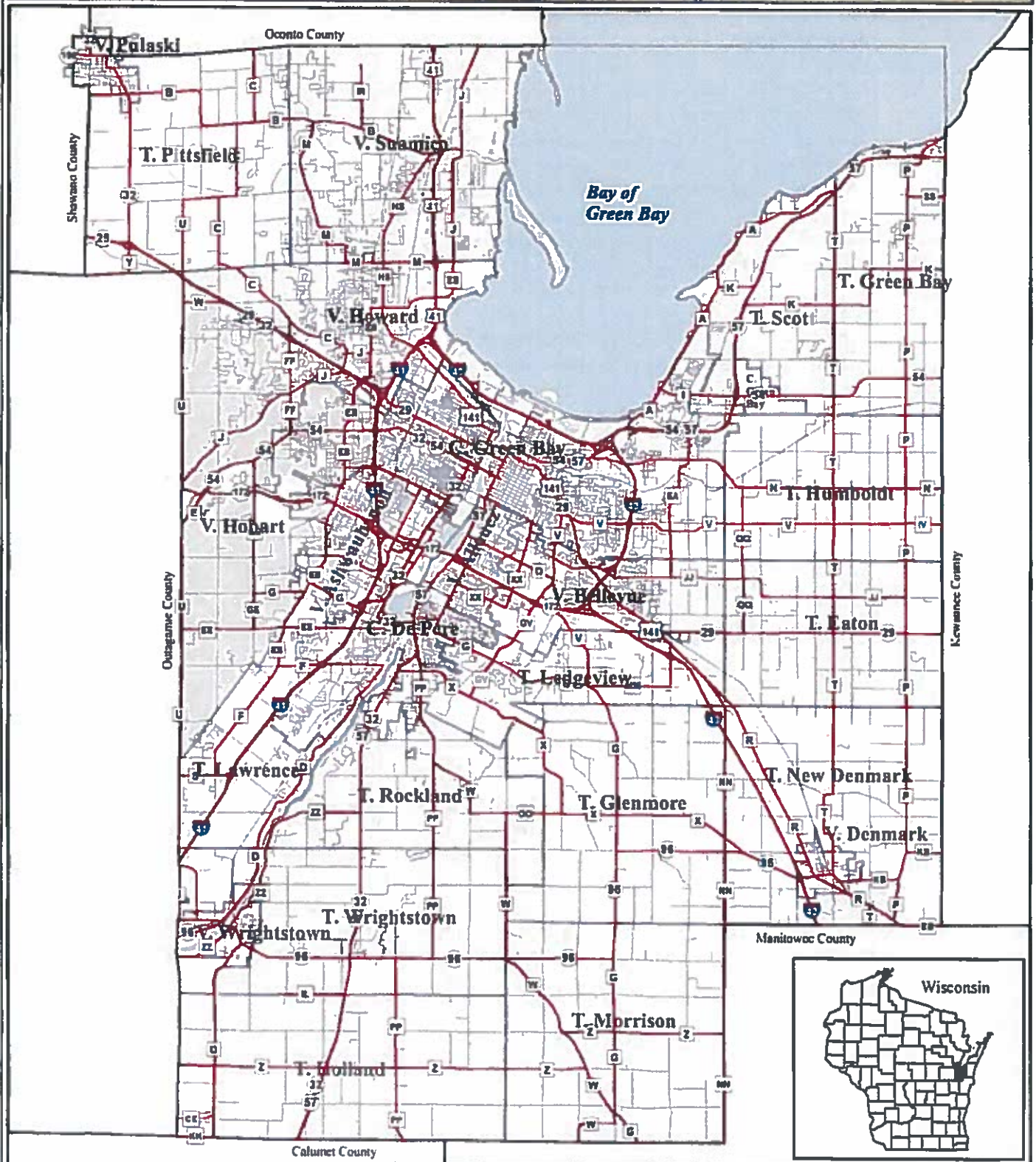
Brown County currently contains one interstate highway, two US highways, nine state highways, several county trunk highways, and many local streets. These streets and highways are currently the primary means of reaching the county's residential, commercial, industrial, and other destinations.

The street patterns in some parts of Brown County's urban and rural communities enable many vehicle trips to occur on the local and collector streets because they are well connected. However, many communities contain several cul-de-sacs, horseshoe roads, and other streets that do not provide convenient connections to surrounding streets. This lack of street connectivity forces motorists to use the arterial streets and highways at some point during many trips, and this concentration of traffic can create barriers to other transportation modes (such as walking, bicycling, and transit). Figure 7-11 depicts the county's street and highway system.

Figure 7-11

Brown County Roads and Highways

Brown County Comprehensive Plan Update



Highway (Federal, State, or County)

Local Road or Street

Railroads

Trails



Municipal Districts



Oneida Nation



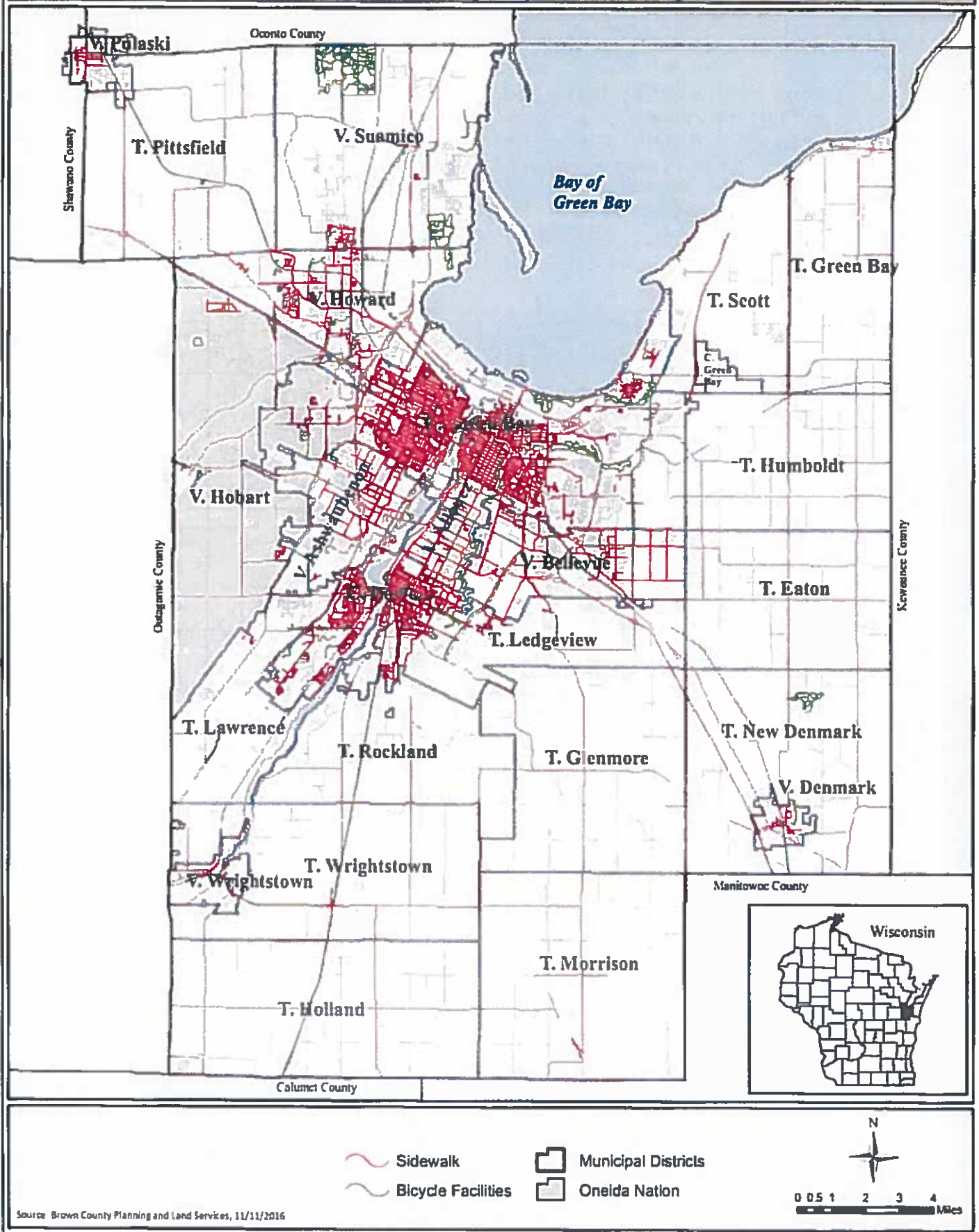
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Source: Brown County Planning and Land Services, 7/26/2016

Figure 7-12

Bike and Pedestrian Facilities

Brown County Comprehensive Plan Update



Pedestrian and Bicycle Facilities

Pedestrian and bicycle facilities are critical components to any well-rounded transportation network. They provide options for relatively short commute trips or longer recreational trips, as well as creating options for those looking to reduce their carbon footprint or exercise more by driving less. In order for pedestrian and bicycle facilities to be a true transportation option, they need to be connected together thereby creating a comprehensive network. Figure 7-12 depicts the county's existing pedestrian and bicycle facilities.

Transit

The urbanized portion of Brown County is served by two public transit agencies (Green Bay Metro and the Oneida Transit System) and several private transit providers that primarily offer services to elderly and disabled residents of the area. Green Bay Metro operates 15 fixed routes and



several limited service routes in the Cities of Green Bay and De Pere and the Villages of Allouez, Ashwaubenon, and Bellevue (see Figure 7-13 for Metro's fixed bus route system). Metro also connects with the Oneida Transit System on the west side of Green Bay to enable people to transfer between the two systems.

Green Bay Metro is currently a radial pulse system, which means it has a hub (which is located on University Avenue in downtown Green Bay) and several routes that radiate outward from the hub. The "pulse" aspect of the system comes from the arrival of all of the buses at the hub at regular intervals, which allows people to make transfers with little or no waiting time. The radial pulse system has been used in Green Bay since 1937 because it is viewed as the most efficient method of providing service in places that have a limited number of river crossings or other physical constraints.

Freight Rail

Although Brown County has several rail lines in place, most of these lines do not carry many trains each day. These lines, which are currently operated by the Canadian National Railroad (CN) and the Escanaba and Lake Superior Railroad Company (ELS), carry goods to and from various industries in the County. However, the CN line that runs along the west side of the Fox River into the City of Green Bay carries several trains each day and provides service to the Village of Wrightstown Industrial Park, City of De Pere Business Park, and the industrial area immediately south of downtown Green Bay.

Port of Green Bay

The Port of Green Bay is a very important part of Brown County's economic structure. During the 2014 shipping season, the port handled a total of 2,307,346 metric tons of coal, cement, limestone, and other commodities as compared to 2,233,899 in 2013. According to the port's 2014 end of year report, coal (31.7 percent) and limestone (39.4 percent) comprised the bulk of the imports to the port. These and other imported commodities are subsequently transported throughout northeast Wisconsin to support the area's paper mills and other industries.

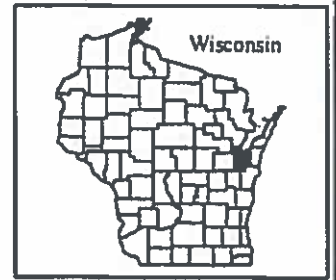
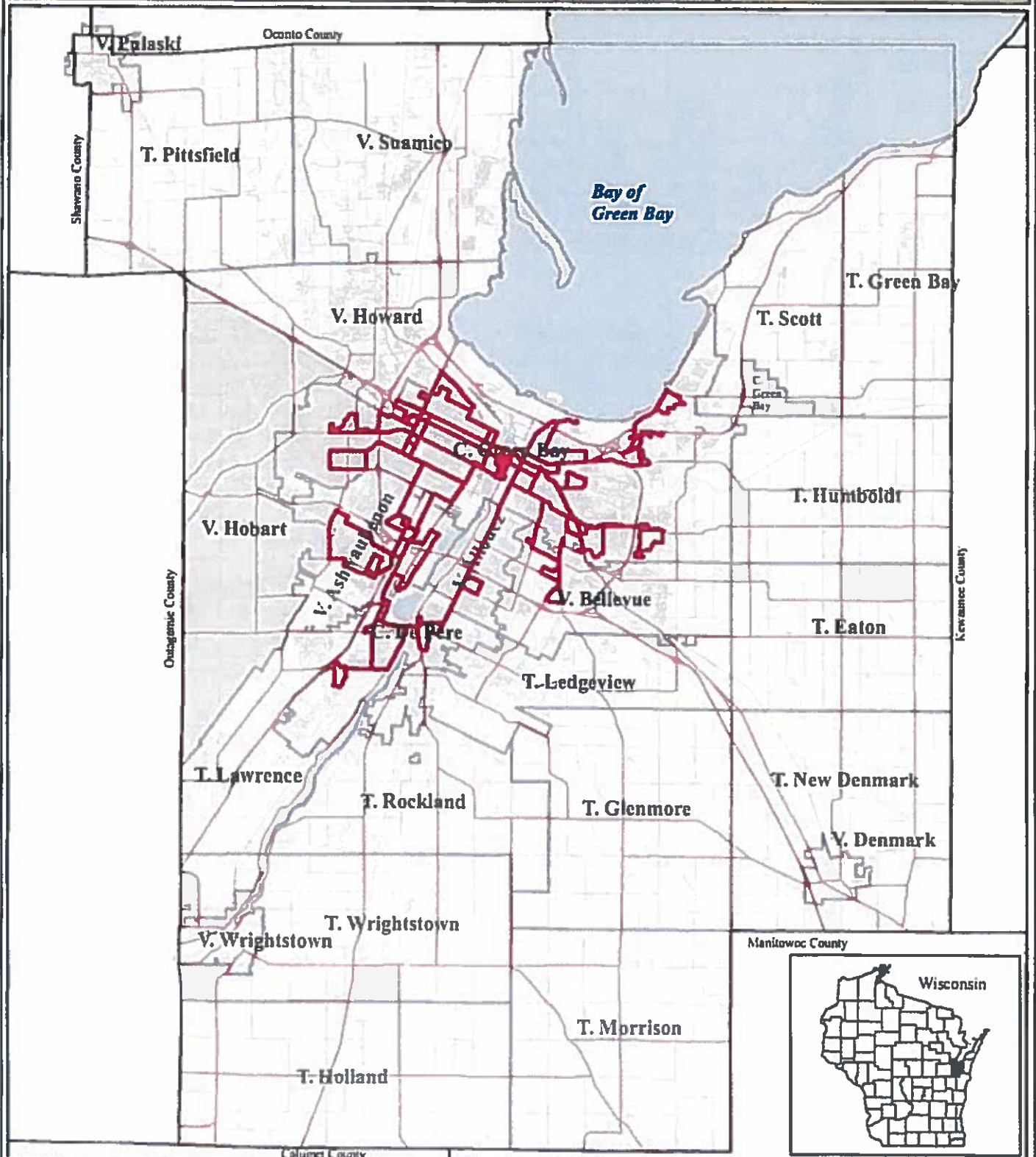
Green Bay - Austin Straubel International Airport

Green Bay - Austin Straubel International Airport is located in the western part of the metropolitan area. The airport hosts commercial passenger flights to hub airports, charter service, and air cargo service.

Figure 7-13

Green Bay Metro Fixed Bus Routes

Brown County Comprehensive Plan Update



Fixed Bus Routes



Municipal Districts



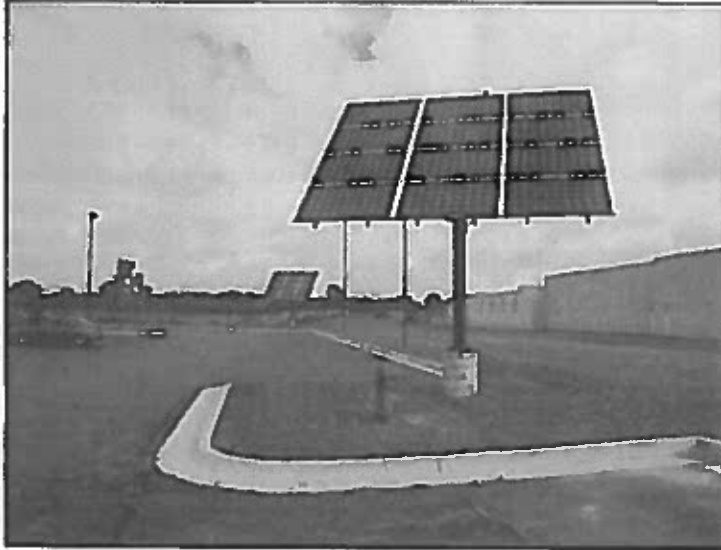
Oneida Nation



0 0.5 1 2 3 4 Miles

Energy

There has been a strong interest in renewable energy projects within Brown County, in particular projects consisting of wind power, landfill gas, biomass, and photovoltaic panels. The Brown County Port and Solid Waste Department is currently running a landfill gas to energy project on the closed East Landfill, and the



Brown County Public Works Department is in the process of developing a number of projects utilizing photovoltaic panels to produce electricity and hot water. Considering the concern about global climate change due to the production of carbon dioxide gas from burning fossil fuels, it can be expected that renewable energy projects will become an increasingly important portion of the county's overall energy portfolio.

One of the major agricultural issues facing Brown County is the production of manure in excess of the available land for spreading within the county, as well as high levels of phosphorus reaching the Fox River, its tributaries, and the Bay of Green Bay. There may be an opportunity to utilize the excess manure to generate methane and subsequently electricity through anaerobic manure digester technology. Although generally cost-prohibitive for individual farmers, a larger, community scale manure digester that takes in nutrients from multiple farms may be a means to address excess manure, reduce phosphorus flow to the surface waters, and generate a consistent source of renewable electricity at the same time.

Waste Management

Solid waste collection and disposal is an example of traditional infrastructure provided by many urban communities to protect the health, welfare, and safety of its citizens. The Brown County Port and Solid Waste Department's purpose is to meet the solid waste disposal needs of local communities and businesses through economically- and environmentally-sound methods. These methods include waste reduction, material reuse, recycling, composting, landfilling, and waste-to-energy to the extent that they are technically feasible, cost-effective, and desirable.

Beginning in 2003, all solid waste in Brown County was transported to the Brown County Solid Waste Transfer Station located at the West Landfill where it is, in turn, transported to the Winnebago Sunnyview Landfill under the terms of the Tri-County (Brown, Outagamie, and Winnebago) Solid Waste Disposal Agreement. The transfer station is operated by the Brown County Port and Solid Waste Department.

Recycling is also handled by the Brown County Port and Solid Waste Department under amended terms of the Tri-County Solid Waste Disposal Agreement. It can be reasonably expected the waste management and recycling agreements among the counties will last into the foreseeable future.

Utilities

Wisconsin Public Service Corporation (WPS), a subsidiary of WEC Energies, provides electricity and natural gas to all but the extreme northwestern corner of Brown County, as well as to most of northeastern Wisconsin and portions of central Wisconsin and Upper Michigan, including all or portions of 24 counties. This service area encompasses about 11,000 square miles and approximately 400,000 customers. WPS operates a combination of fossil, nuclear, and hydroelectric generating plants to produce the majority of its electricity. A small amount of renewable energy is generated by wind energy facilities (wind turbines) in south-central Brown County. All of WPS's natural gas is purchased directly from gas producers and marketing companies. WPS contracts with ANR Pipeline Company for transmission of this gas to WPS customers. It is anticipated electricity and natural gas supplies will continue to be provided by the private sector and supplies will be adequate for the near future.

Community Facilities and Services

Community facilities and services, such as sewage systems, public water systems, parks, governmental buildings, and schools are all critical components to a healthy, efficient community. In general, community facilities and services are administered through the local units of government within Brown County, or in the case of some sewage and water systems, an autonomous district or authority. Brown County provides county-wide services such as social services, rural highway maintenance/plowing, a comprehensive library system, emergency dispatch, criminal justice, and land records maintenance.

Communications

Landline telephone services are provided to Brown County through three different providers, including AT&T (central portion of the county), CenturyTel (eastern portion of the county), and Nsight Teleservices (northwestern portion of the county). Additionally, multiple national and regional wireless telecommunications providers have digital service, including high-speed wireless Internet access, available throughout the county.

Voice over Internet Protocol (VOIP) is also becoming much more common within Brown County as broadband Internet access becomes prevalent.

SECTION 3

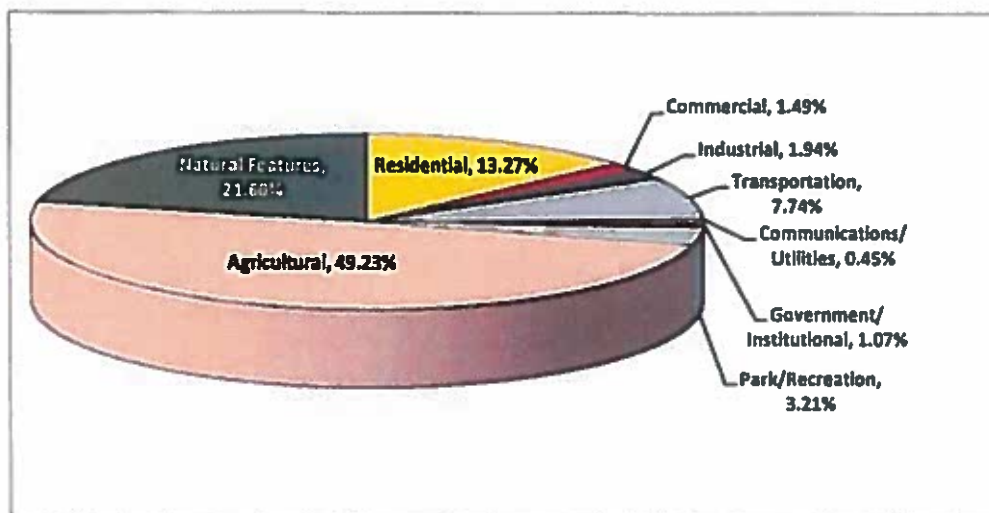
Agricultural Overview

As demonstrated in Chapter 1, agricultural production is a key component of Wisconsin's landscape, economy, and heritage. However, it faces significant challenges, such as those associated with an aging workforce, urban sprawl, and the increasing costs of inputs and equipment. The following section will provide an overview about agriculture in the State of Wisconsin, with specific attention paid to the current issues facing Brown County.

Agricultural Trends and Uses of Land

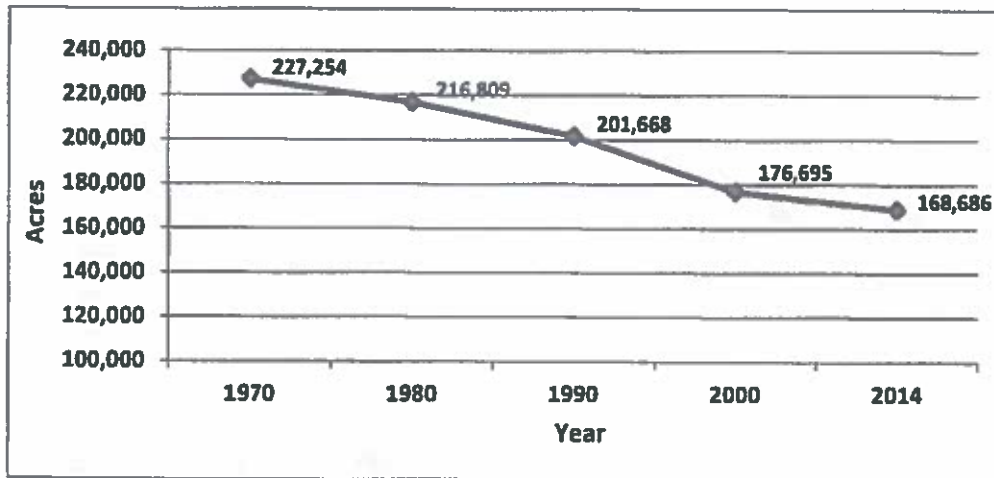
As identified in the 2014 Brown County Land Use Inventory, there are currently 168,686 acres of land within agricultural land use classifications, including farm buildings and open spaces (162,285 without). This accounts for approximately 49.23 percent of Brown County, but as recently as 1970; agricultural lands comprised 227,254 acres of land (66.4 percent). Agricultural lands now represent less than 50 percent of the total lands in Brown County. Natural features represent the second largest classification at 74,009 acres of land or 21.60 percent of total. Residential areas are the third largest at 45,465 acres (13.27 percent). Figure 7-14 provides the percentages of the generalized land uses and Figure 7-15 identifies the 40-year trend of total agricultural lands within Brown County.

Figure 7-14: 2016 Land Uses in Brown County



Source: 2016 Land Use Inventory, Brown County Planning Commission.

Figure 7-15: Total Agricultural Lands Acreage, 1970-2010



Source: 1970 - 2016 Land Use Inventories, Brown County Planning Commission.

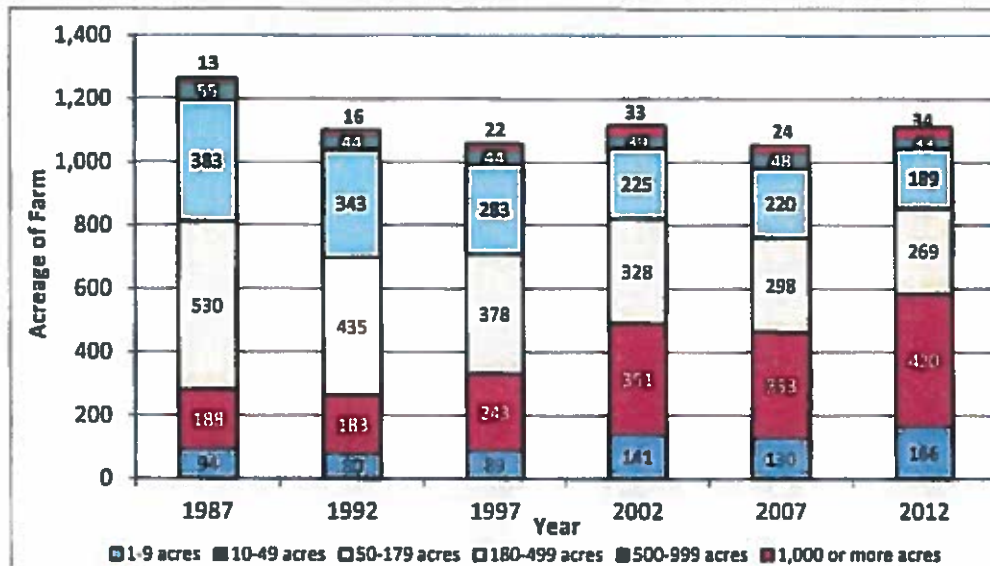
The decreasing acreage of land within agricultural production corresponds with the trends in numbers of farms in Brown County. According to the U.S. Census of Agriculture, from 1987 through 2007 Brown County experienced a decrease in numbers of farms from 1,263 in 1987 to 1,053 in 2007. However, the most recent 2012 U.S. Census of Agriculture identifies 1,111 farms in Brown County. Meanwhile, the average size of a farm has decreased from 176 acres in 1987 to 163 acres in 2012, which corresponds with the increasing number of farms over a decreasing base of agricultural lands.

As depicted in Figure 7-16, there has been a general growth trend for farms under 50 acres from 282 in 1987 to 586 in 2012, which is a significant increase of 304 farms. As these have increased in numbers, the mid-sized farms (50-499 acres) have continued to decrease in



numbers from a combined 913 farms in 1987 to a combined 458 farms in 2012, which is a decrease of 455 farms in just 25 years. Over this same time period, farms with 1,000 or more acres experienced a generally increasing trend from 13 in 1987 to 34 in 2012.

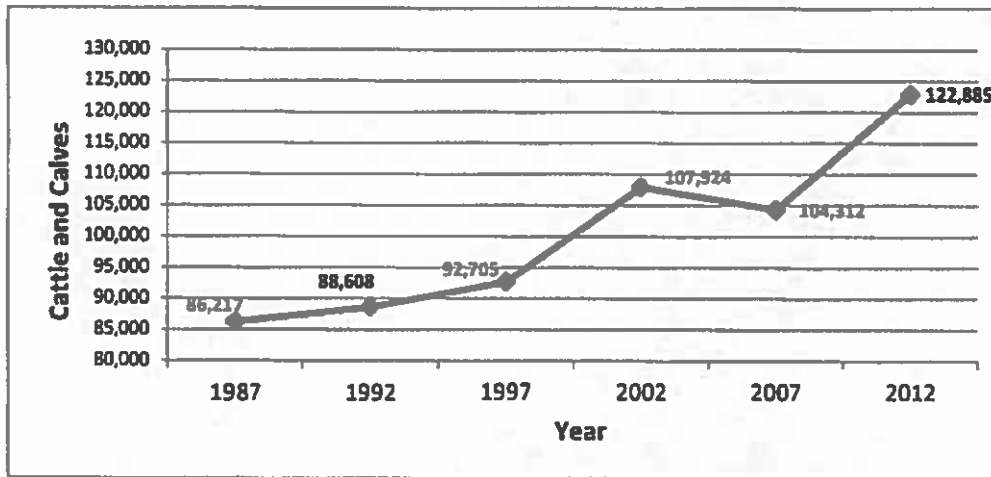
Figure 7-16: Total Number of Farms by Acreage in Brown County, 1987-2012



Source: 1987-2012 U.S. Census of Agriculture

While the overall acreage devoted to agricultural use in Brown County continues to decrease, the number of cattle generally continues to increase, as depicted in Figure 7-17. According to the U. S. Census of Agriculture, in 1987 there were a total of 86,217 cattle and calves within Brown County. By 2012, the number of cattle and calves had increased to 122,885. An increasing number of cattle and calves combined with a decreasing availability of agricultural land results in problems for agricultural producers in terms of having adequate available land for the spreading of manure. This increases conflicts with rural residents and creates the potential for increased runoff into Brown County's surface water and groundwater resources, if proper spreading and nutrient management techniques are not followed.

Figure 7-17: Total Number of Cattle and Calves in Brown County, 1987-2012



Source: 1987-2012 U.S. Census of Agriculture.

As depicted in Figure 7-18, the 2016 primary agricultural areas in Brown County are generally located in the northwestern, southern, and northeastern parts of the county. Within these rural areas, agricultural production is interspersed with natural areas and pockets of rural residential development consisting of small subdivisions or individual homes on larger parcels of land. Residential development in these areas has resulted in ongoing fragmentation of large agricultural-based (typically 40 acres) parcels into increasingly smaller parcels of land.



According to the Wisconsin Department of Natural Resources (WDNR), Brown County currently has the highest number of concentrated animal feeding operations (CAFOs) in the state at twenty operations, consisting of one beef and nineteen dairy facilities⁴. The neighboring counties of

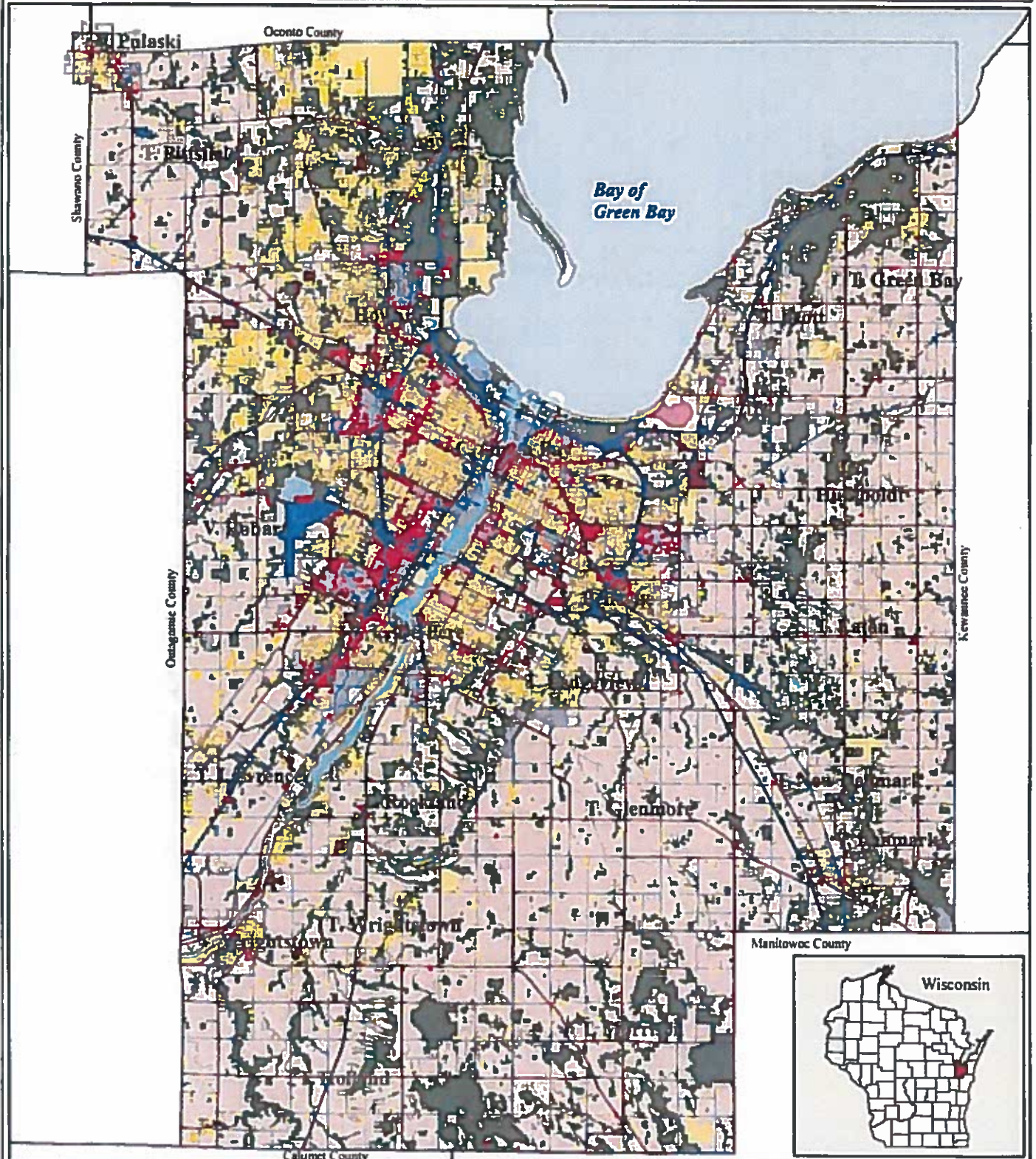
Manitowoc and Kewaunee have the next highest number of CAFOs at sixteen operations each (one beef and fifteen dairy operations in Kewaunee County and sixteen dairy operations in Manitowoc County). CAFOs are defined by the WDNR as a Wisconsin animal feeding operation with 1,000 animal units or more, or smaller if the operation has pollutant discharges to navigable waters or contaminates a well. A map depicting the general location of current CAFOs in Brown County is depicted in Figure 7-19.

⁴ Wisconsin Department of Natural Resources website accessed 6/2/2016: http://dnr.wis.gov/topic/Agriculture/data/CAFO/cafo_sum.asp

Figure 7-18

Land Uses

Brown County Comprehensive Plan Update



 Municipal Districts

- | | | |
|---|--|--|
|  Single Family Residential |  Commercial |  Parks/Recreation |
|  Two Family Residential |  Industrial |  Agricultural; Open Space |
|  Multi-Family Residential |  Transportation-Related |  Rivers/Streams/Lakes |
|  Mobile Homes |  Communications/Utilities |  Woodlands/Natural Areas |
| |  Governmental/Institutional |  Land Under Development |



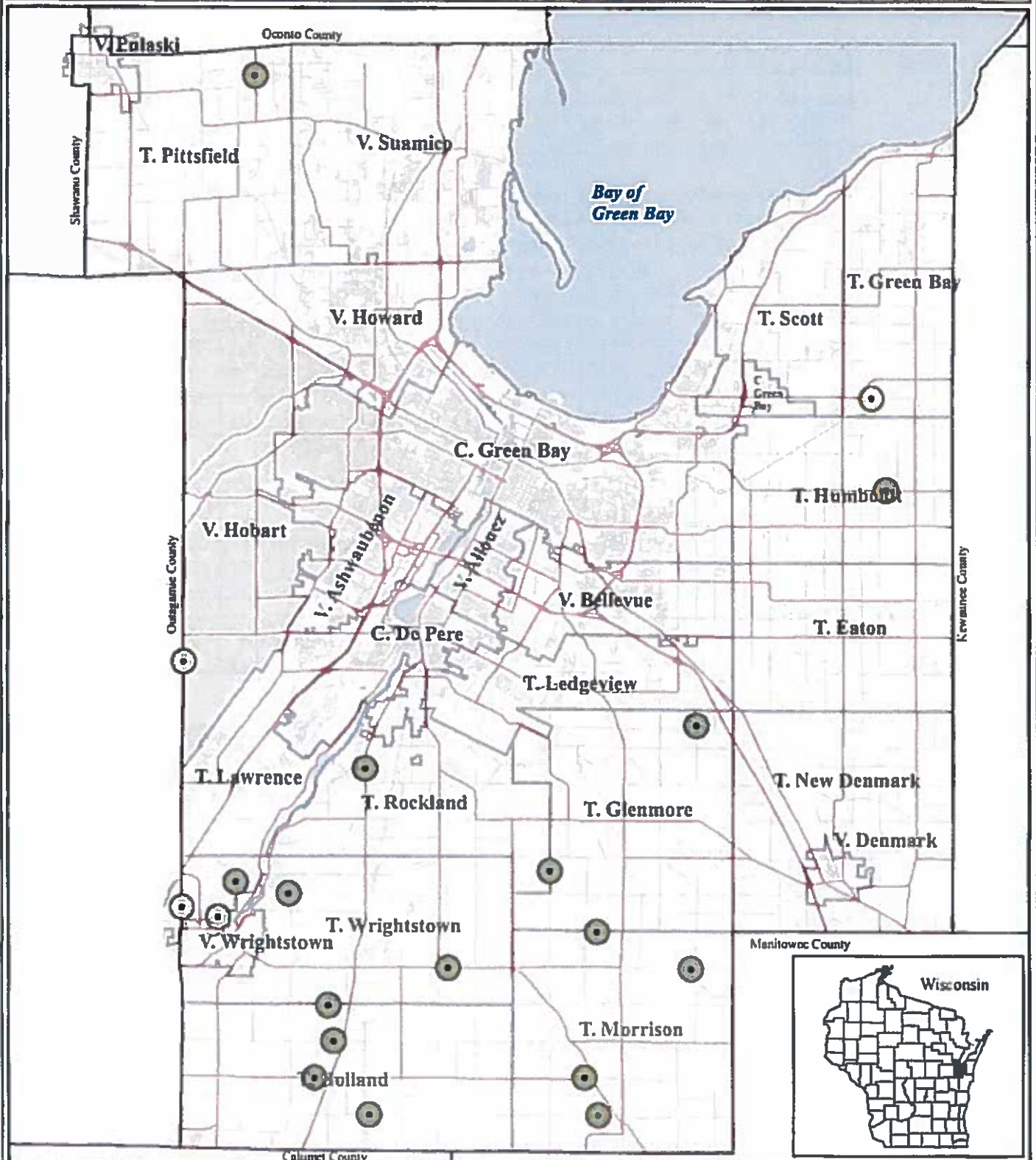
0 0.5 1 2 3 4 Miles

Source: Brown County Planning and Land Services, 7/25/2016

Figure 7-19

Concentrated Animal Feeding Operations

Brown County Comprehensive Plan Update



- General CAFO Location
- Municipal Districts
- Oneida Nation



0 0.5 1 2 3 4 Miles

CAFOs are required to have a WDNR approved Wisconsin Pollutant Discharge Elimination System (WPDES) permit in place to operate. The WPDES permits ensure farms use proper planning, nutrient management, and structures and systems are in place to protect Wisconsin waters. The WPDES permit only applies to water protection and does not address other components of CAFO operations.

All farming operations, including CAFOs, are an important component of Brown County's economy and keep thousands of acres of land in agricultural production. Uninterrupted views of farmland contribute greatly to the rural character many residents cherish. The substantial increase in numbers of cattle and calves in Brown County is reflective of a growing number of CAFOs which can take advantage of economies of scale in terms of labor, equipment, feed, facility size, and animal specialization. Absent a large-scale alternative to land spreading, as numbers of cattle and calves increase, so must the agricultural land available to spread the resultant nutrients. However, as documented earlier in the chapter, agricultural land acreage has been on a continual downward trend since 1970, to the point where agricultural land acreage is now less than fifty percent of the total acreage of Brown County.

Agricultural Specialties

According to the 2012 U.S. Census of Agriculture, the top agricultural specialty category in Brown County is oilseed and grain farming with 287 farms out of 1,111 total farms. This classification also experienced a 68.8 percent increase in number of farms from 2007 through 2012. Dairy cattle and milk production has continued to experience a decline in number of farms from 282 in 2002 to 248 in 2007 and 186 in 2012. Figure 7-20 identifies the farms by North American Industry Classification System (NAICS).

Figure 7-20: 2002-2012 Brown County Farms by Agricultural Specialty

Farms by NAICS (NAICS Code in Parentheses)	Number of Farms			Percent Change
	2002	2007	2012	2007-2012
Oilseed and grain farming (1111)	116	170	287	68.8%
Other crop farming – hay and all other crops (1119)	271	193	203	5.2%
Dairy cattle and milk production (11212)	282	248	186	-25.0%
Beef cattle ranching and farming (112111)	159	145	169	16.6%
Animal aquaculture and other animal production (1125, 1129)	116	109	130	19.3%
Greenhouse, nursery, and floriculture production (1114)	50	49	36	-26.5%
Vegetable and melon farming (1112)	13	19	26	36.8%
Cattle feedlots (112112)	57	49	19	-61.2%
Fruit and tree nut farming (1113)	11	20	19	-5.0%
Poultry and egg production (1123)	17	31	10	-67.7%
Sheep and goat farming (1124)	7	9	6	-33.3%
Hog and pig farming (1122)	18	11	2	-81.8%
Total Farms	1,117	1,053	1,111	5.5%

Source: 2002, 2007 U.S. Census of Agriculture

Agricultural Resources

Agricultural Lands

The 2014 Brown County land use inventory identified a total of 168,686 acres of agricultural lands. The largest areas of active agricultural lands are located in the northwestern, southern, and northeastern portions of the county, outside of the urbanized center. Figure 7-21 identifies the agricultural land uses within Brown County. Although



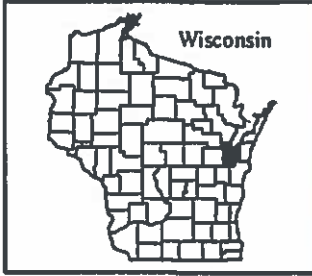
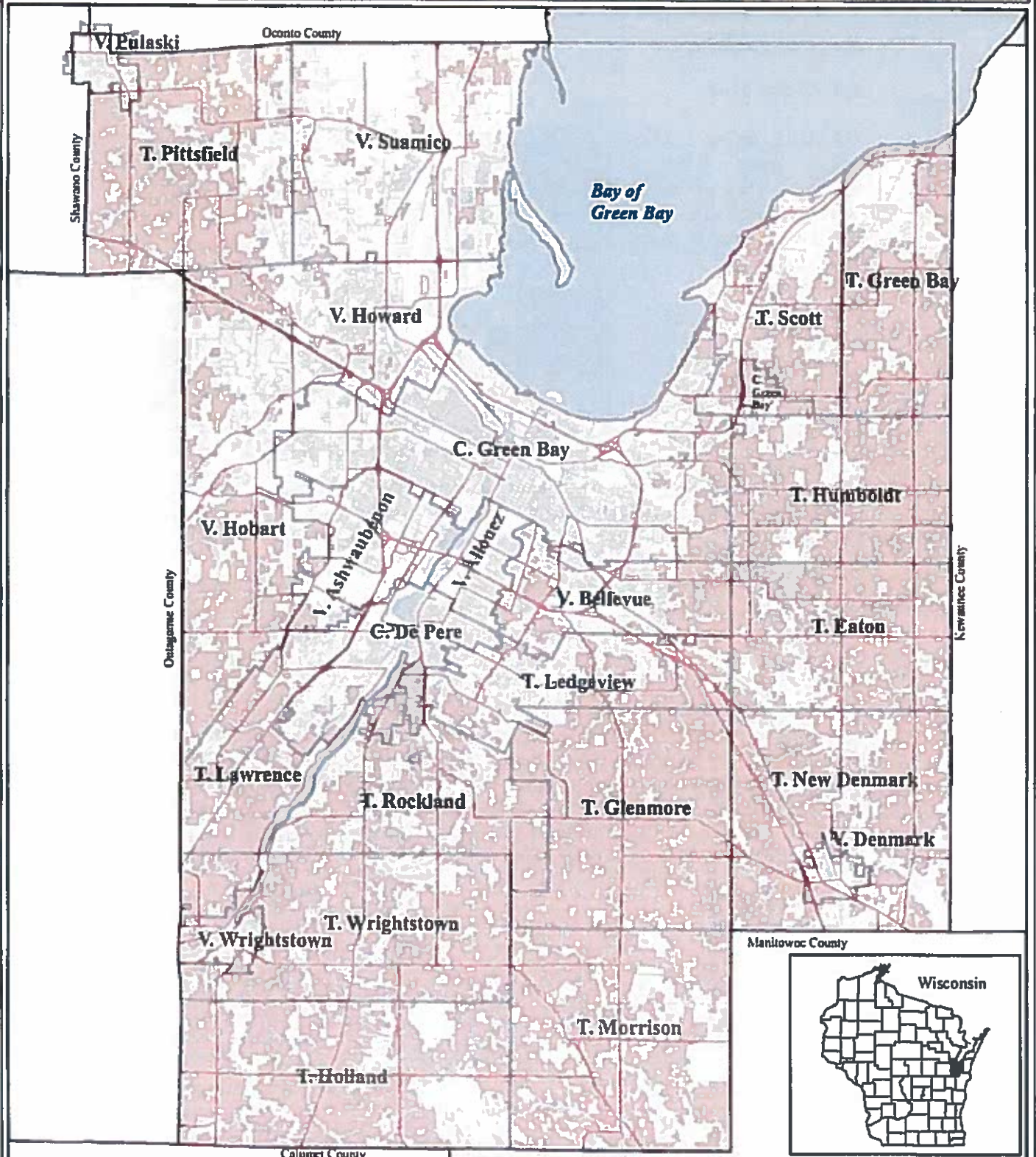
Figure 7-21 appears to show a tremendous amount of agricultural land, it is important to keep in mind that agricultural lands in Brown County have decreased by 58,568 acres (91.5 square miles) from 1970 to 2016, which is a net loss of 25.8 percent.

One of the major issues facing farmers in Brown County is that of increasing fragmentation of contiguous tracts of agricultural land due to rural residential development as many formerly suburban residents move further out for a home on a two, five, or ten acre parcel of land. This creates conflicts with modern, large-scale agricultural practices since it is much more efficient in terms of time and inputs to farm large tracts of agricultural lands with large machinery. Additionally, the increasing fragmentation of agricultural lands creates many new landowners with whom the farmer will need to negotiate leases for use of their lands for farming. Notwithstanding the other impacts of this desire, such as premature extension of public services, increased traffic on rural roads, and loss of "rural character," the land pattern for farming becomes increasingly fragmented. Figure 7-22 categorizes Brown County's contiguous agricultural lands by parcel size.

Figure 7-21

Agricultural Lands

Brown County Comprehensive Plan Update



Agricultural Lands Municipal Districts



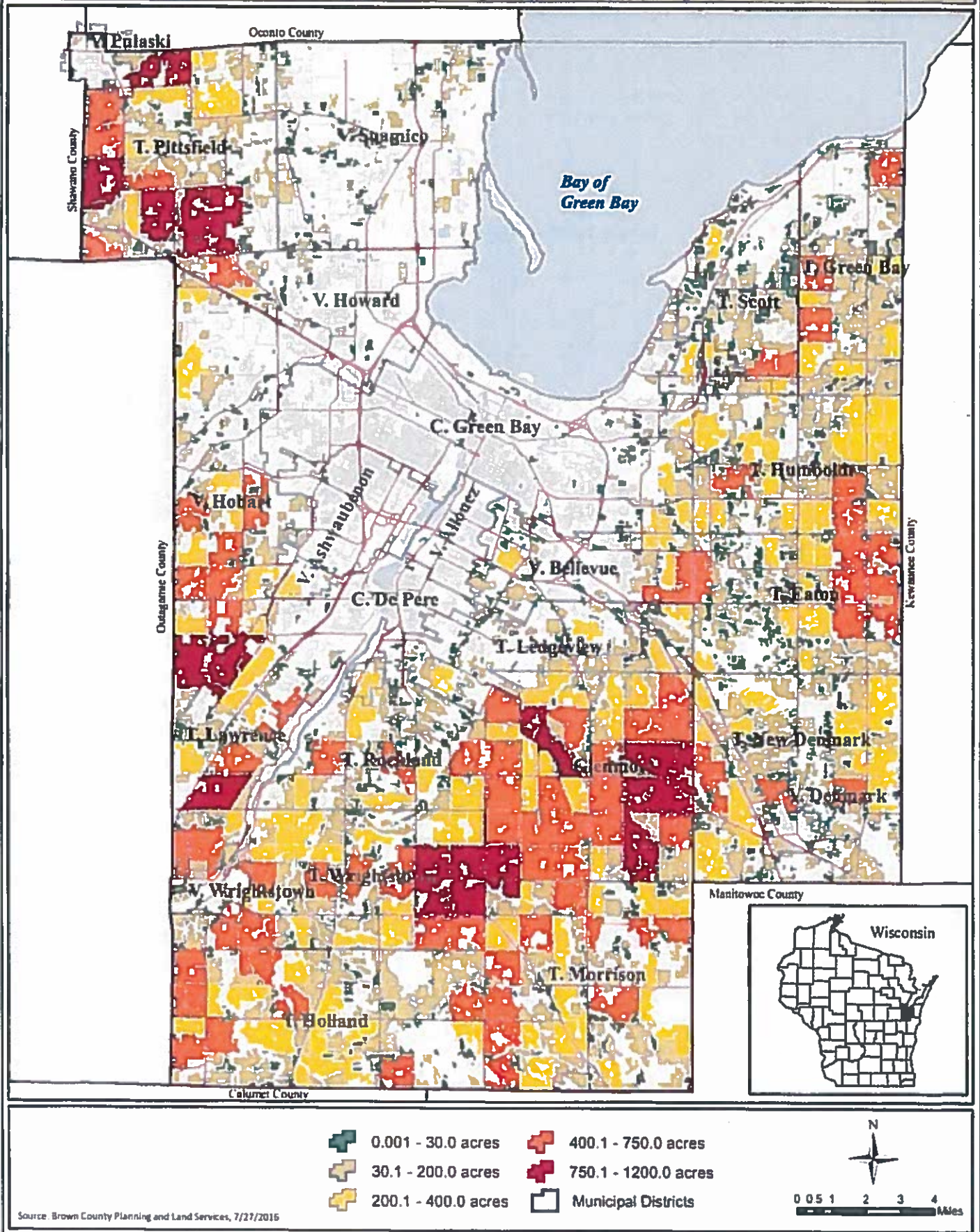
0 0.5 1 2 3 4 Miles

Source: Brown County Planning and Land Services, 7/25/2016

Figure 7-22

Contiguous Agricultural Parcel Sizes

Brown County Comprehensive Plan Update



As is depicted in Figure 7-22, the largest concentration of contiguous agricultural parcels is generally in and around the Town of Glenmore. In addition to relatively little rural residential development, the Town does not have any major waterways or wetlands that bisect large agricultural parcels, as is generally the case in the eastern third of Brown County.

Soils

Soil is one of the major building blocks of the environment. It is the interface between what lies above the ground and what lies underneath. The relationship between soil and agriculture, in particular, is obvious and pervasive. However, the relationship between soil and other land uses, while almost as important, is often less apparent. In Brown County as elsewhere in the United States, little attention is given to soils in regard



to the location and type of future development. Among the reasons for this is the complacency by many that modern engineering technology can overcome almost any problems associated with soils. While this is true, the financial and environmental costs associated with overcoming soil limitations can often be prohibitive. As concerns increase about the health of the economy and the environment, the use of soil surveys in development decisions becomes much more important.

Another important factor for agriculture is soil properties. The relationship between soil properties and agriculture is obvious and widespread, especially in areas of more traditional agriculture. Soil properties are used to describe soil for problems involving agriculture and land development. Of these, texture and composition are usually the most meaningful. From them, inferences about such characteristics as fertility, bearing capacity, internal drainage, erodibility, and slope stability can be made.

As stated in the 1974 Soil Survey of Brown County, most of the soils in Brown County formed in glacial till and lake sediment that were high in clay. These soils are generally rich, heavy soils common to gently rolling topography and are well suited to farming. In the northwestern part of Brown County, the soils are slightly lighter (containing higher sand content) but remain acceptable for farming. On the immediate south and west sides of the Bay of Green Bay and widely scattered throughout the rest of the County, some soils are organic peat and are poorly suited for farming.

Soil Associations

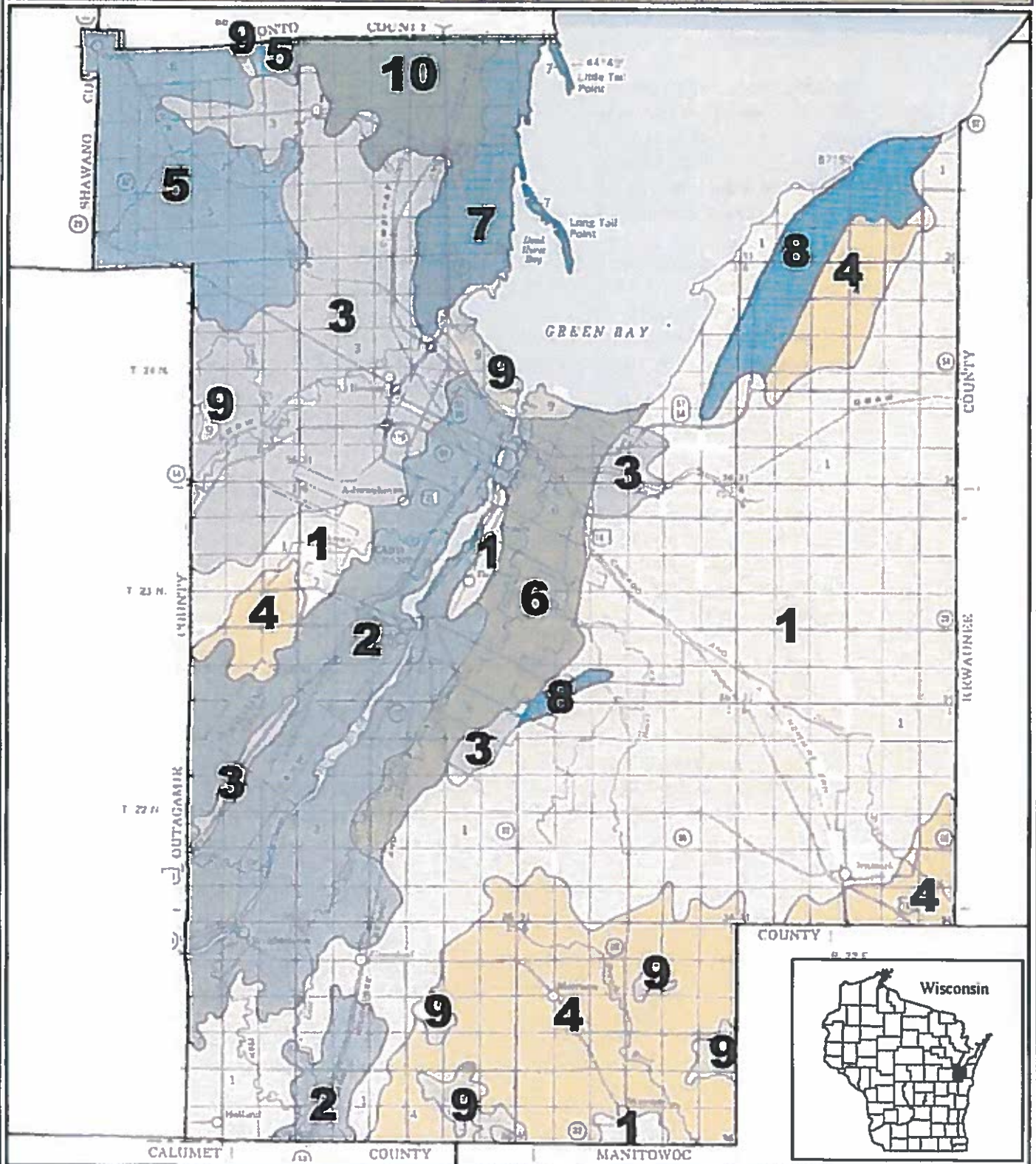
The 1974 Soil Survey of Brown County also states that 10 soil associations are located within the County. A soil association is a landscape that has a distinctive proportional pattern of soils. Soil associations are useful in that they provide a general idea of the soils in a county, facilitate simple comparisons, and provide a general indication of the suitability of large areas for various land uses. The 10 soil associations are shown on Figure 7-23 and are summarized in this section.

- The Kewaunee-Manawa Association consists of deep, well drained to somewhat poorly drained, nearly level to steep soils found on glacial till plains and ridges that have dominantly clayey subsoil. This association is the most common in Brown County, encompassing about 39 percent of the County. Most of the soils in this association are cultivated and are suited to all of the crops commonly grown in Brown County. Controlling erosion and tilth and maintaining soil fertility are common management concerns. The clayey subsoil can be a severe limitation to use for home sites or other nonfarm purposes, particularly for those with conventional septic systems.
- The Oshkosh-Manawa Association consists of deep, well drained to somewhat poorly drained, nearly level to steep soils found on glacial lake plains dissected by narrow v-shaped valleys that have dominantly clayey subsoil. This association encompasses about 16 percent of the County. Most of the soils in this association are cultivated and are suited to all of the crops commonly grown in Brown County. Controlling erosion and tilth, providing proper drainage, and maintaining soil fertility are common management concerns. The clayey subsoil can be a severe limitation to use for home sites or other non-farm purposes, particularly for those with conventional septic systems.
- The Shawano-Boyer-Sisson Association consists of deep, excessively drained to well drained, nearly level to steep soils found on outwash plains and ridges and glacial lake plains that have sandy and loamy subsoil. This association encompasses about 13 percent of the County. Most of the soils in this association can be cleared for cultivation, but erosion, fertility, and drought are problems with the Shawano and Boyer soils. The Sisson soils are well suited to crops and are often used for vegetable crops. Slight to moderate limitations for conventional septic systems and foundations for buildings are present in these soils.
- The Waymor-Hochhelm Association consists of deep, well drained, nearly level to moderately steep soils found on glacial lake plains and ridges that have a loamy subsoil. This association encompasses about 12 percent of the County. Most of the soils in this association are used for dairy farming and are well suited to all of the crops commonly grown in Brown County. Controlling erosion and fertility are common management concerns. These soils are also well suited for residential and industrial development.

Figure 7-23

Soil Associations

Brown County Comprehensive Plan Update



Soil Associations

- | | | |
|-------------------------|------------------------------|------------------------------|
| 1. Kewaunee-Manawa | 5. Onaway-Solona | 9. Carbondale-Cathro-Marsh |
| 2. Oshkosh-Manawa | 6. Oshkosh-Allendale-Tedrow | 10. Shawano-Tedrow-Roscommon |
| 3. Shawano-Boyer-Sisson | 7. Tedrow-Roscommon | |
| 4. Waymor-Hochhelm | 8. Namur-Summerville-Kolberg | |

Source: Brown County Planning and Land Services, 7/27/2016



- The Onaway-Solona Association consists of deep, well drained and somewhat poorly drained, nearly level to moderately steep soils found on glacial till plains that have a loamy subsoil. This association encompasses about 6 percent of the County. Most of the soils in this association are cultivated and used for farming, but protection from runoff and erosion is necessary on the steeper slopes, and artificial drainage is necessary on the wetter soils. The Onaway soils are also suited for urban and suburban development. However, the seasonal high water table of the Solona soils can have moderate to severe limitations for home sites or other non-farm purposes, particularly for those with conventional septic systems.
- The Oshkosh-Allendale-Tedrow Association consists of deep, well drained to somewhat poorly drained, nearly level to steep soils found on glacial lake plains dissected by narrow v-shaped valleys that have a clayey and sandy subsoil. This association encompasses about 4 percent of the County. Some of the soils in this association are cultivated and used for farming. Controlling drainage, erosion, and fertility are common management concerns. Slow permeability, wetness, and high shrink-swell potential are limitations for non-farm development.
- The Tedrow-Roscommon Association consists of deep, somewhat poorly drained and poorly drained, nearly level soils found on glacial lakes and outwash plains that have a sandy subsoil. This association encompasses about 3 percent of the County. Most of the soils in this association are poorly suited for cultivation and are typically used for pasture because of low fertility. These soils can have severe limitations for structural development.
- The Namur-Summerville-Kolberg Association consists of very shallow to moderately deep, mostly well drained, nearly level to moderately steep soils found on glacial till plains that have a loamy and clayey subsoil underlain by limestone bedrock. This association encompasses about 3 percent of the County. Where the soils in this association are deep, they are cultivated and are suited to all of the crops commonly grown in Brown County. Controlling erosion and maintaining good tilth are common management concerns. Where the soils in this association are shallow, they are poorly suited for cultivation because of shallow depth to bedrock and steep slopes, which often restrict non-farm development.
- The Carbondale-Cathro-Marsh Association consists of very deep, very poorly drained, nearly level organic soils found on glacial lake and outwash plains and ridges that have a sandy subsoil. This association encompasses about 2 percent of the County. Where the soils in this association are drained, they are moderately well suited to all of the crops commonly grown in Brown County. Controlling drainage and water table levels are necessary. Use of these soils for urban or rural development is severely limited.
- The Shawano-Tedrow-Roscommon Association consists of deep, excessively drained to poorly drained, nearly level to steep soils found on plains and depressions. This association encompasses about 2 percent of the County. Most of the soils in this association are poorly suited for farming due to soil erosion. Many that have been farmed in the past have been so damaged by soil erosion

that they have been abandoned. These soils are well suited for urban and suburban development.

Prime Agricultural Soils

An important consideration in agricultural planning is the value of the soil for agricultural purposes. The Natural Resources Conservation Service (NRCS - formerly Soil Conservation Service) published the Soil Survey of Brown County, Wisconsin in 1974, which classified specific soil types by location. The best soils, identified as top prime agricultural soils, were determined to be those in a non-eroded condition with a predicted crop yield of 100 bushels or more of corn for grain, a slope less than 6 percent, and a soil capability class of I or II. Slightly less valuable soils were identified as prime agricultural soils with similar erosion, slope, and capability characteristics but with typically a predicted crop yield of 85 to 100 bushels of corn for grain. Other important agricultural soils were also identified. Subsequent to that effort, the NRCS rated the soils of the state for agricultural purposes.



The Hochheim loam, Lamartine silt loam, Sisson silt loam, and the Waymor silt loam were identified in the Soil Survey as the top prime agricultural soils of the County. Figure 7-24 identifies the general locations of remaining Class I prime agricultural soils within Brown County, based on the Soil Survey and existing development. As generally depicted on the map, there are still large areas of prime agricultural lands remaining within areas of southern and eastern Brown County. Less concentrated areas of prime agricultural soils are located in the northwest, due to seasonally saturated soils near the bayshore and drier, but sandier soils as one moves to the west into the Town of Pittsfield.

Prime agricultural soils in the eastern and southern parts of the County are interrupted by natural areas such as wetlands, woodlands, and river/stream corridors as is evident in the New Franken Swamp area in the Town of Humboldt, Baird Creek Headwaters area in the Town of Eaton, Neshota River Corridor in the



Town of New Denmark, and East River Floodplain in the Towns of Wrightstown, Rockland, and Ledgeview. Within the urbanizing communities, development continues to spread outward thereby fragmenting and consuming the prime agricultural soils in these areas. However, since development pressure in southern Brown County is not nearly that of the central and northern parts of the county, it has had minimal impact on these soils.

Water Resources

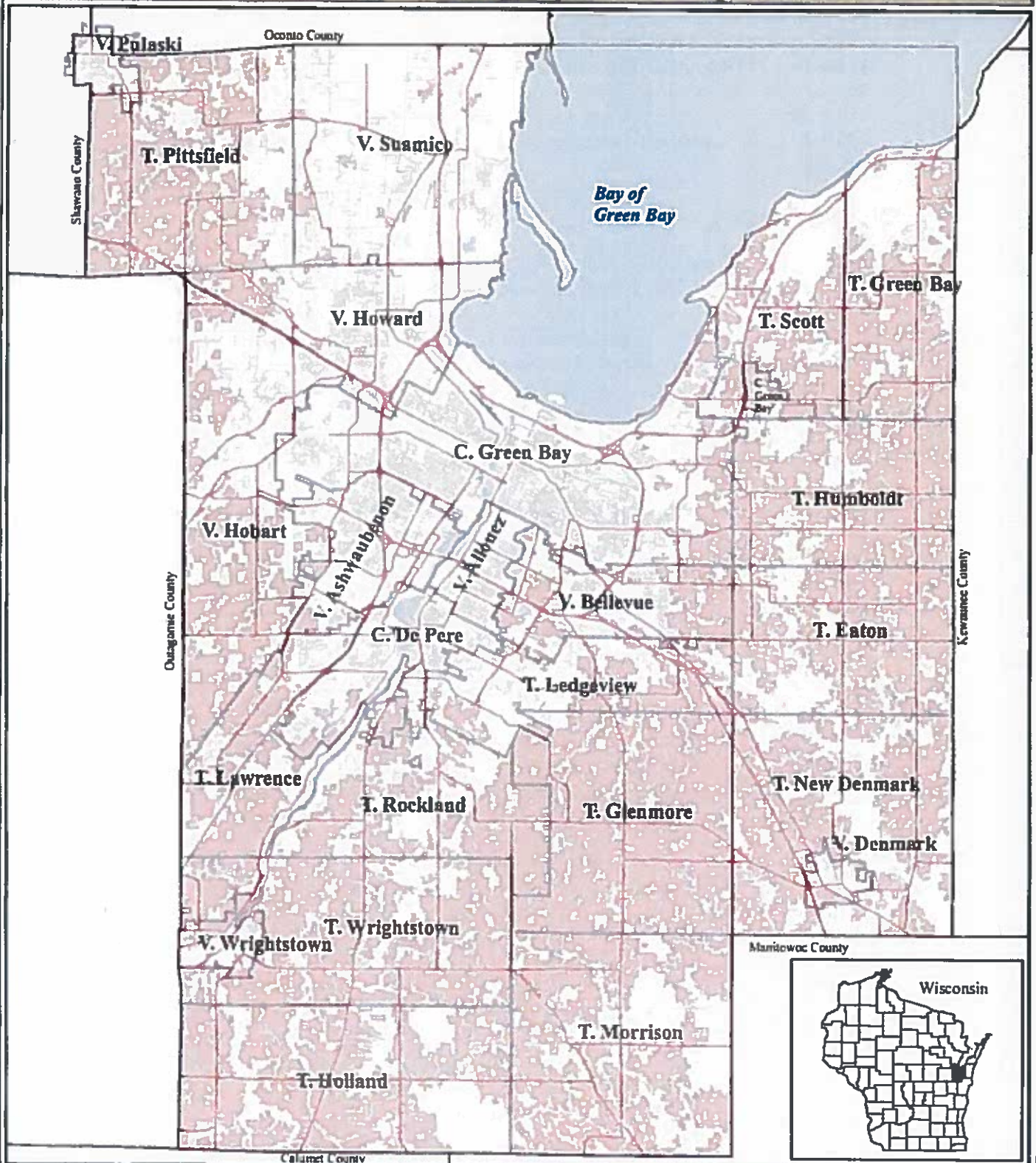
Lakes, rivers, and streams offer enjoyment, peace, and solitude. These surface waters provide such opportunities to anglers, boaters, hunters, water skiers, swimmers, sailors, and casual observers alike. They also drain the land after heavy rains, provide habitat for countless plants, fish, and animals, are a source of drinking water for many communities, and are a source of process water for industry and agriculture. Lands immediately adjacent to such waters have an abundance of cultural and archeological significance because they were often the location of Native American and early European settlements. For all these reasons and more, surface waters are typically the most important natural resource a community can possess.

Because of this importance, numerous federal, state, and local laws and regulations have been created to protect surface waters. They range from the commerce clause of the United States Constitution to local floodland zoning regulations. The most heavily regulated waters are those that are determined to be natural and navigable. The following section will detail the major surface water features within Brown County, which are depicted in Figure 7-25

Figure 7-24

Prime Agricultural Soils

Brown County Comprehensive Plan Update



Prime Agricultural Soils



Municipal Districts

Source: Natural Resource Conservation Service, 1974
Brown County Planning and Land Services, 7/25/2016



Bay of Green Bay

Beyond serving as the starting point for early settlement and transportation to the interior of Wisconsin and, thus, being rich in historical and archeological significance, the Bay of Green Bay provides the largest potential for water-based recreational activities within Brown County with about 30 miles of shoreline. Although



the eastern and southern shores are now largely developed, the majority of the western shore still remains undeveloped and available for future open space or recreational opportunities.

Commercial fishing (primarily for perch, whitefish, and lake trout) had long been a popular activity within the bay until high pollutant loadings to the Fox River and the southern portion of the bay became a significant and widespread problem by the late 1940s and early 1950s. However, more recent studies have indicated a significant improvement has occurred in the water quality of the Bay of Green Bay and is most likely due to reduced point source pollution loading.

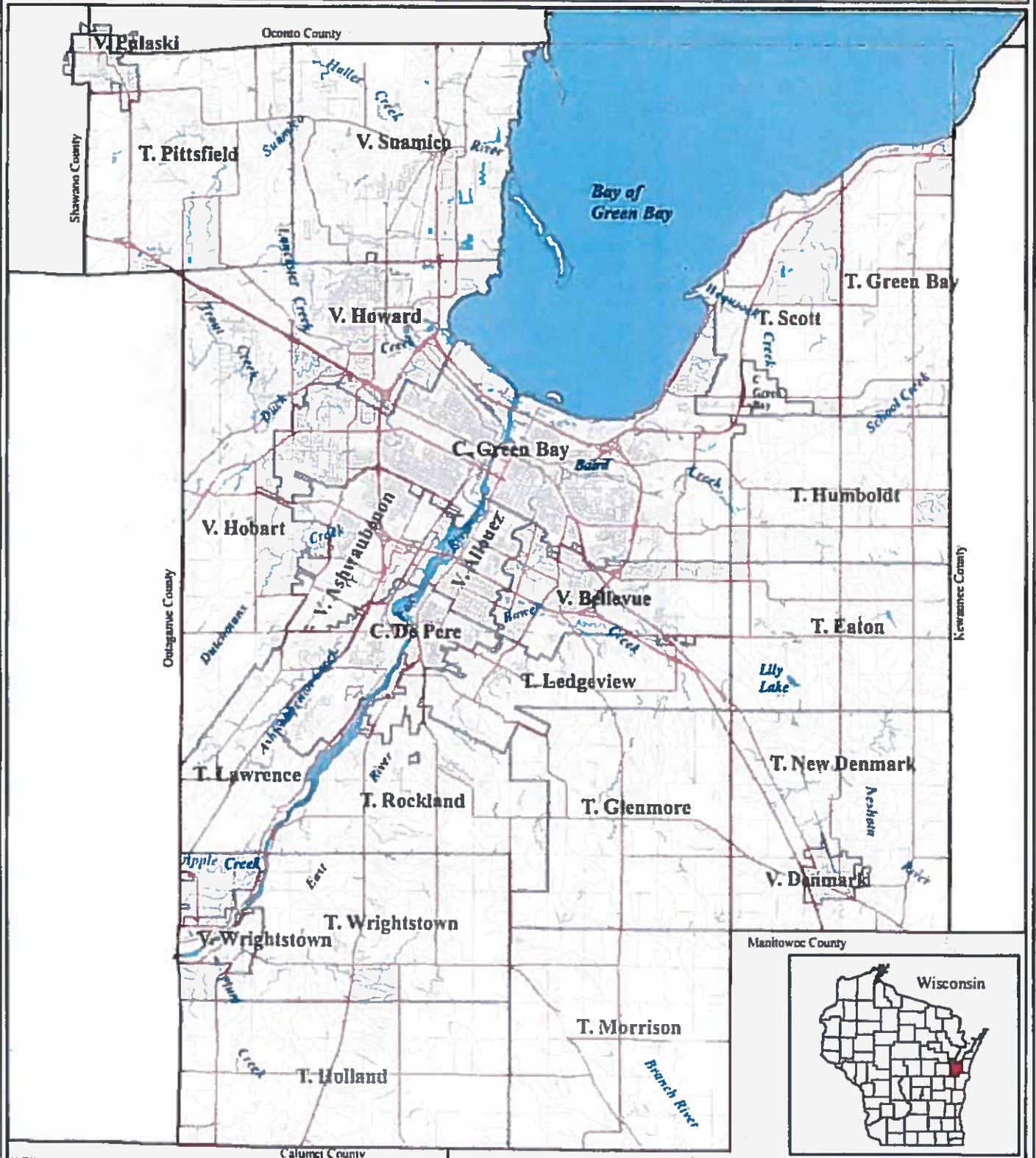
About 49,000 acres of the Bay of Green Bay are located within Brown County. Its depth is an average of about 26 feet. The bay is a hard water alkaline basin, and its bottom materials consist of very loose flocculent sediment.

Water quality impairments to the lower Bay of Green Bay include polychlorinated biphenyl (PCB) fish consumption advisories, excessive levels of bacteria, and low levels of dissolved oxygen. Factors causing this impairment are varied and complex and are discussed in detail in the Lower Green Bay Remedial Action Plan but are generally attributable to nonpoint sources of pollution. For these reasons, the lower bay has been identified by the Wisconsin Department of Natural Resources as an Impaired Water, which means that it does not meet federal and state water quality standards.

Figure 7-25

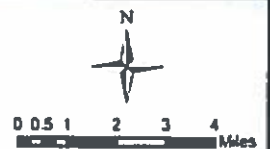
Surface Water Features

Brown County Comprehensive Plan Update



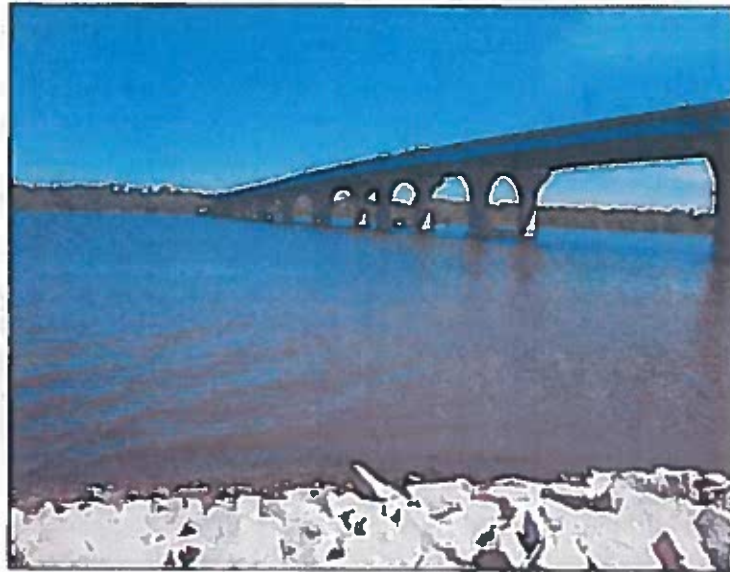
- Municipal Districts
- Waterways
- Lakes/Ponds

Source: Brown County Planning and Land Services, 11/11/2016



Fox River

The Fox River is the largest and most important river in northeastern Wisconsin. It is a navigable river that flows northward 155 miles from its headwaters in southern Green Lake County in east-central Wisconsin to the Bay of Green Bay. Its basin drains over 2,700 square miles of east-central and northeastern Wisconsin. In Brown



County, it extends 19 miles from the Village of Wrightstown to its downstream end at the Bay of Green Bay and drains about 311 square miles, or almost half of Brown County. Its upstream portions within Brown County are characterized by steep, wooded bluffs that gradually flatten out to low plains near its confluence with the bay. Portions of the Fox River, particularly those portions in the Green Bay Metropolitan Area and in the Village of Wrightstown, are developed with urban uses and densities. Suburban and rural uses and densities are located along the portion of the river between the metropolitan area and Wrightstown. The Fox River's water is hard and very turbid. The river bottom is mostly comprised of sand and silt. The river itself is classified as a Warm Water Sport Fishery.

In addition to being Brown County's largest river, the Fox River also plays a very large role in determining the overall water quality of the lower Bay of Green Bay. As with the bay, the Fox River has experienced high pollutant loadings in the past but recently has also shown signs of a significant improvement in water quality. Historically, fishing and recreation once played a vital and important role along the Fox River but, until recently, had almost entirely vanished. By the 1940s, pollution in the river had increased to the point where its fisheries were severely damaged, and its scenic and recreational values were lost. With passage and implementation of the Clean Water Act in the early 1970s, the Fox River's water quality began to improve, which in turn has resulted in recovering fish populations and increased recreational use. The spring walleye run now attracts anglers from all over the Midwest, and the smallmouth bass and muskellunge fisheries are becoming increasingly popular.

However, stormwater and agricultural runoff (nonpoint source pollution) continue to be the greatest water quality threats. The Fox River continues to be exposed to many adverse environmental impacts, including excessive sedimentation, nutrient enrichment, and turbidity due to nonpoint source pollution, urban stormwater runoff, storm sewer discharges, and impoundment of the river. PCB accumulation and fish consumption advisories due to past industrial point source discharges are also present. The Fox River is currently undergoing a multi-year process to remediate PCBs within the sediments of the river through a combination of hydraulic dredging and capping.

The Fox River has been identified as the second largest contributor of suspended sediment and the largest contributor of phosphorus to Lake Michigan largely due to non-point stormwater runoff. In order to address this issue, the Total Maximum Daily Load (TMDL) and Watershed Management Plan for Total Phosphorus and Total Suspended Solids in the Lower Fox River Basin and Lower Green Bay was developed by a consultant for the Wisconsin Department of Natural Resources, Oneida Tribe of Indians of Wisconsin, and U.S. Environmental Protection Agency.

According to the plan, "The intent is to determine the maximum amount of pollutant that a water body is capable of assimilating while continuing to meet the existing water quality standards. Such loads are established for all the point and nonpoint sources of pollution that cause the impairment at levels necessary to meet the applicable standards with consideration given to seasonal variations and a margin of safety. TMDLs provide the framework that allows states to establish and implement pollution control and management plans with the ultimate goal indicated in Section 101(a)(2) of the Clean Water Act."⁵

The following list summarizes the restoration goals for the Lower Fox River Basin (including tributary streams) and Lower Green Bay that will be addressed through implementation of the TMDL.⁶

- Reduce excess algal growth. Aesthetic reasons aside, reducing blue-green algae will reduce the risks associated with algal toxins to recreational users of the river and bay. In addition, a decrease in algal cover will also increase light penetration into deeper waters of the bay.
- Increase water clarity in Lower Green Bay. Achieving an average Secchi depth measurement of at least 1.14 meters will allow photosynthesis to occur at deeper levels in the bay, as well as improve conditions for recreational activities such as swimming.
- Increase growth of beneficial submerged aquatic vegetation in Lower Green Bay. This will help reduce the re-suspension of sediment particles from the bottom of the bay up into the water column, which will increase water clarity.

⁵ Total Maximum Daily Load (TMDL) and Watershed Management Plan for Total Phosphorus and Total Suspended Solids in the Lower Fox River Basin and Lower Green Bay, page 1

⁶ Total Maximum Daily Load (TMDL) and Watershed Management Plan for Total Phosphorus and Total Suspended Solids in the Lower Fox River Basin and Lower Green Bay, page 3

- **Increase dissolved oxygen levels.** This will better support aquatic life in the tributary streams and main stem of the Lower Fox River.
- **Restore degraded habitat.** This will better support aquatic life.

According to the TMDL, agricultural activity plays a large contributing role in the introduction of additional phosphorus and sediments into the Lower Fox River Basin and Green Bay. The following implementation and enforcement recommendations contained within the TMDL are intended to reduce these inputs from the agricultural industry.⁷

- **Sheet, rill, and wind erosion:** All cropped fields shall meet the tolerable (T) soil erosion rate established for that soil.
- **Manure storage facilities:** All new, substantially altered, or abandoned manure storage facilities shall be constructed, maintained, or abandoned in accordance with accepted standards. Failing and leaking existing facilities posing an imminent threat to public health or fish and aquatic life or violating groundwater standards shall be upgraded or replaced.
- **Clean water diversions:** Runoff from agricultural buildings and fields shall be diverted away from contacting feedlots, manure storage areas, and barnyards located within water quality management areas (300 feet from a stream or 1,000 feet from a lake or areas susceptible to groundwater contamination).
- **Nutrient Management:** Agricultural operations applying nutrients to agricultural fields shall do so according to a nutrient management plan.
- **Manure management prohibitions:**
 - No overflow of manure storage facilities;
 - No unconfined manure piles in a water quality management area;
 - No direct runoff from feedlots or stored manure into state waters; and
 - No unlimited livestock access to waters of the state in locations where high concentrations of animals prevent the maintenance of adequate or self-sustaining sod cover.

The plan notes the importance of the partnership with the Wisconsin Department of Agriculture, Trade, and Consumer Protection to ensure proper coordination with the Land and Water Resource Management Plans, TMDL, and state grant funds for best management practice installation, and coordination with county conservation staff.

Other Surface Water Features

Other significant surface water resources in Brown County include its three named lakes: the small Lily, Middle, and Third Lakes located adjacent to one another in the

⁷ Total Maximum Daily Load (TMDL) and Watershed Management Plan for Total Phosphorus and Total Suspended Solids in the Lower Fox River Basin and Lower Green Bay, page 89

eastern portion of the County. Also included are the numerous smaller rivers and streams, the biggest of which include Duck Creek, the East River, and the Suamico River.

Lily Lake, Middle Lake, and Third Lake in the Town of Eaton in the eastern portion of the County are the only natural lakes within Brown County. They comprise a combined surface water area of about 50 acres. They are hard water lakes that are fed by groundwater seepage. None of these lakes have inlets, and only Third



Lake has an intermittent outlet that drains it. All of the lakes are located in a shallow depression upon Carbondale muck soils. The bottom materials consist of peat, mulch, and rock debris. Agricultural land uses and a limited amount of rural residential development are located adjacent to these lakes. In addition, Lily Lake and a small portion of Middle Lake are located within a county park.

Lily Lake is a popular fishing destination for anglers who use small boats, fish from shore, or fish on the ice in winter. Recent Wisconsin Department of Natural Resources surveys indicate that panfish, bluegill, sunfish, and yellow perch dominate the fishery of the lake and that large-mouth bass, small-mouth bass, and northern pike are also present. It was estimated that during 1999, anglers fished for over 21,000 hours on Lily Lake, while catching and harvesting thousands of fish. In the past, nutrient rich waters in the lake have led to algal blooms and periodic winterkills. Limited information exists for Middle and Third Lakes. It is likely that panfish dominate the fisheries of these two lakes.

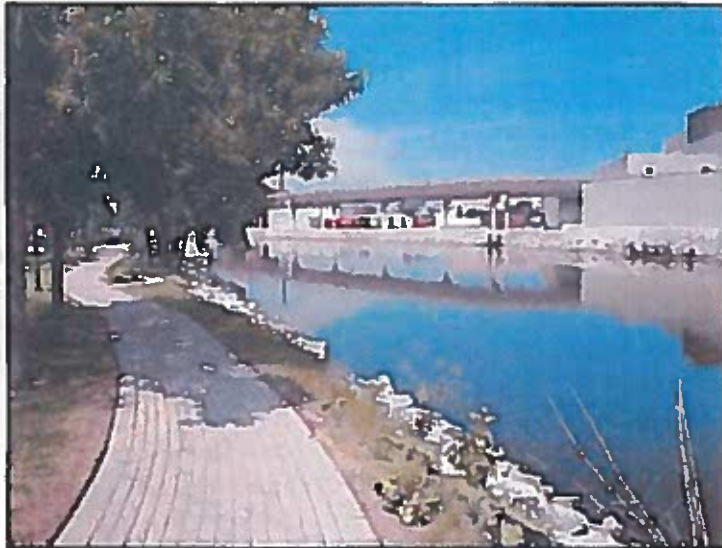
Duck Creek is tributary to the Bay of Green Bay and is located in the Villages of Hobart and Howard in the western portion of the County. From its headwaters in Outagamie County, it flows northeasterly until it flows into the bay in the Village of Howard. It is a slow-moving stream and is classified as a Warm Water Sport Fishery. Agricultural and limited rural development are located along the majority of this stream; although, significant amounts of urban development outside its floodway and wetlands are present in the Village of Howard and the extreme northeastern portion of the Village of Hobart. Key threats to the health of this waterway are sedimentation due to erosion

from construction sites and farm fields and excessive nutrients caused by nonpoint source pollution due to storm runoff from lawns, farms, and other sources.

The East River is a major tributary of the Fox River. It is a navigable river that flows northward 39 miles from its headwaters in northern Calumet County to one mile upstream of the Bay of Green Bay/Fox River mouth, and it is east of and generally parallel to the Fox River. In Brown County, it extends about 33 miles from the Brown County/Calumet County border east of STH 32/57 to its downstream end at the Fox River one mile south

of the Bay of Green Bay and drains about 148 square miles of the County. It is a sluggish, hard water, and very turbid stream.

The northernmost third of the river is classified as a Warm Water Sport Fishery. While urban development is adjacent to approximately the northern third of the stream, agricultural



lands are adjacent to the remainder of the stream. Historically, sediments have blanketed the streambed (filling in pools and riffles), thereby degrading habitat for fish species and associated fauna. The East River continues to be exposed to adverse environmental impacts, including sedimentation, excessive nutrient inputs, and low levels of dissolved oxygen for a Warm Water Sport Fishery. For these reasons, the East River has also been identified as an Impaired Water.

In 1987, the East River was designated as a priority watershed under the Wisconsin Nonpoint Source Water Pollution Abatement Program. Subsequently, in March 1993, a report titled "Nonpoint Source Control Plan for the East River Priority Watershed Project" was prepared by a consortium of state, county, and local agencies. The intent of the plan is to guide the implementation of nonpoint source control measures within the East River watershed and to provide the basis for the WDNR to enter into cost-share and local assistance grants to implement water quality improvement measures. The plan's implementation recommendations, including education, installation of vegetative buffer strips, and other techniques, continue to be implemented throughout the East River Watershed to continue the East River's improvement in overall water quality.

The Suamico River is a tributary of the bay. It is a navigable river that flows eastward 16 miles from its headwaters in Shawano and Outagamie Counties to the bay in the Village

of Suamico. In Brown County, it is a sluggish, hard water, and very turbid stream. The easternmost portion of the river is classified as a Warm Water Sport Fishery with bottom materials comprised of sand and silt. The remainder is classified as a Full Fish and Other Aquatic Life Water with bottom materials comprised of rubble and gravel. Agricultural and rural residential land uses are adjacent to the majority of the stream. The Suamico River continues to be exposed to nonpoint source pollution.

Many other perennial and intermittent, navigable and non-navigable, named and unnamed, studied and unstudied streams are present within Brown County.

Concerns

A number of studies and programs have been undertaken by various federal, state, and regional agencies of one aspect or another of water quality within Brown County. A brief list of the more significant of those studies and programs would include the U.S.G.S. National Water Quality Assessment Program, the Wisconsin Department of Natural Resources 303(d) Waterbody Program, the Wisconsin Department of Natural Resources Water Quality Management Plans, the Wisconsin Department of Natural Resources Lower Green Bay Remedial Action Plan, and the Brown County Land and Water Plan.

Each of these studies and programs notes that many of the surface water features in Brown County have been subject to and continue to experience significant amounts of damage and pollution. For instance, Section 303(d) of the federal Clean Water Act, which requires that states identify those waters that are not meeting water quality standards, has identified the lower Bay of Green Bay, the East and Fox Rivers, an unnamed tributary to the East River, and Duck, Dutchman, and Trout Creeks as not doing so. As such, they have all been identified as Impaired Waters. Section 303(d) of the federal Clean Water Act further requires that this information be used by each state as the basis for development of Total Maximum Daily Loads (TMDLs), an analysis of the maximum amounts of pollutants a water body can receive each day while still meeting state-designated water quality standards and uses. This will be used to establish stream specific pollutant limits, pollution reduction goals, and guidelines for stormwater management and erosion control best management practices for businesses and governments.

A consensus of these and other studies indicates the major threat to water quality within Brown County, the state, and the country continues to be urban stormwater and agricultural runoff (nonpoint source pollution).

Agricultural Infrastructure

Agricultural infrastructure includes those services and facilities necessary to support a thriving agricultural sector of the economy. Agricultural infrastructure would generally include services and facilities such as quality transportation options; agricultural product

warehousing, processing, and distribution; agricultural implement sales and repair businesses; veterinary services; and businesses from which to purchase the raw inputs (fertilizers, seed, feed, pesticide, etc.) necessary for efficient farming practices. The following section will detail the current state of key agricultural transportation, processing, storage, and supply facilities, consistent with the requirements of Chapter 91 of the Wisconsin Statutes.

Transportation Facilities

As discussed in Chapter 2 and depicted on Figure 7-11, Brown County has a number of transportation options to import or export agricultural products. The road and highway system provides very convenient freeway/expressway access to the north via Highway 41/141, south to the Fox Valley via Interstate 41 or Lake Michigan shoreline communities via Interstate 43, and west to the Wausau or Twin Cities via Highway 29. State Highway 172 creates a southern beltline connecting Interstate 43 to Highway 41. Besides freeways and expressways, Brown County has a network of state highways and paved county and local roads to facilitate farm to market connections.

In addition to highways and roads, the Canadian National Railroad and Escanaba and Lake Superior Railroad operate freight rail service through Brown County. Agricultural producers and related businesses also have the option of utilizing the Port of Green Bay to import or export agricultural inputs or products worldwide via the Great Lakes and St. Lawrence Seaway.

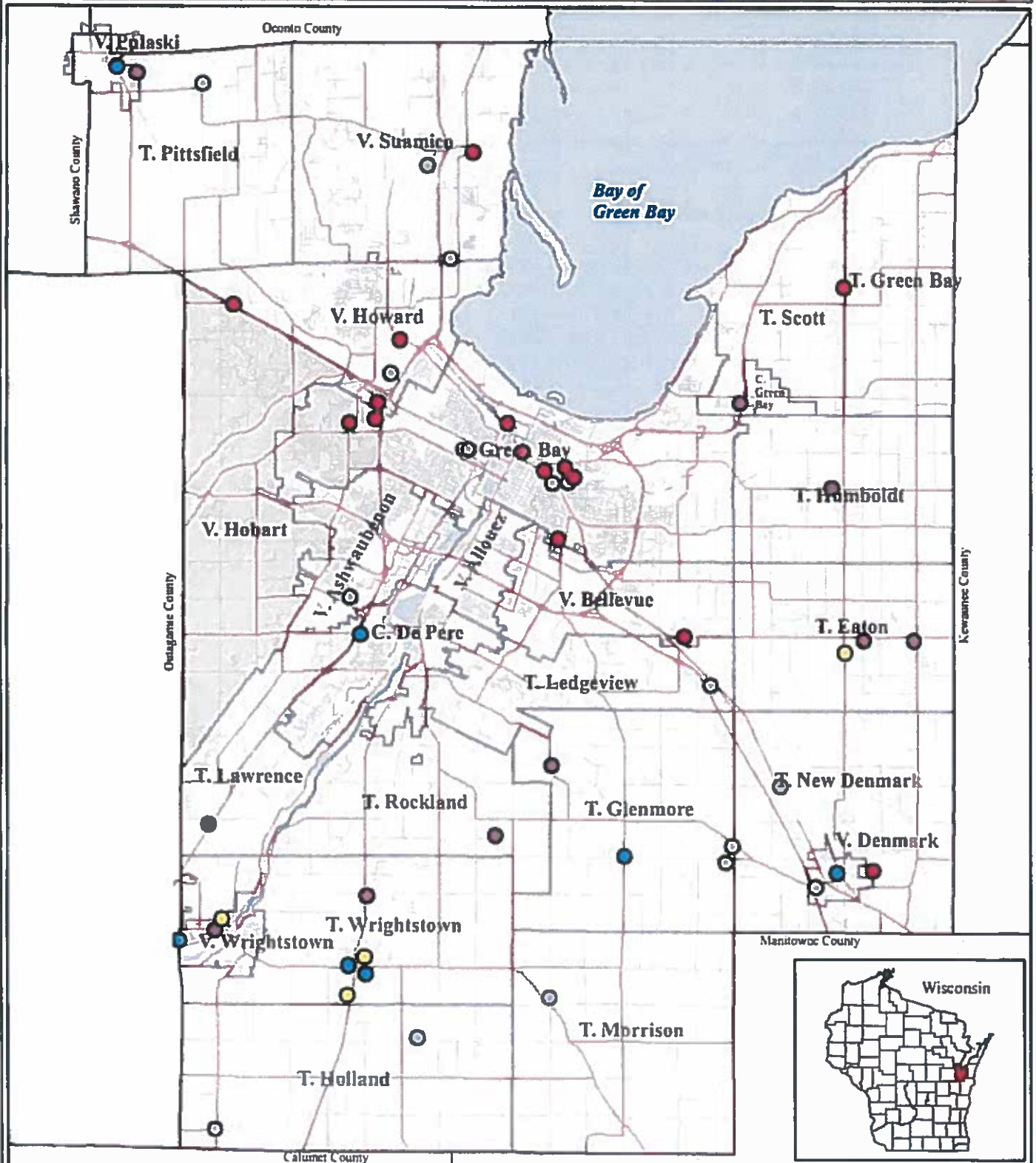
Processing Facilities

Brown County is home to a significant number of food processing facilities, including grains, vegetables, meats, and dairy products. A listing of processing facilities and supporting services (such as equipment rental and other services) from the Internet, phone book, and local knowledge is provided. Figure 7-26 generally depicts the location of the facilities throughout Brown County.

Figure 7-26

Key Agricultural Infrastructure

Brown County Comprehensive Plan Update



Municipal Districts



Oneida Nation



Licensed Grain Dealers or Warehouse Keepers



Agricultural Equipment Services and Suppliers



Cooperatives and Related Agricultural Services



Meat Fish or Animal Product



Milk or Cheese



Vegetable Processing

N



0 0.5 1 2 3 4 Miles

Source: Brown County Planning and Land Services, 11/11/2016

Cooperatives and Related Agricultural Services

Country Visions Co-op – De Pere – 1221 Grant Street, De Pere WI

Services include:

- Convenience store
- Rental equipment
- Retail hardware
- Auto repair services
- Retail fuel sales

Country Visions Co-op – Greenleaf – 6772 Benzenberg Street, Greenleaf WI

Services include:

- Convenience store
- Retail fuel sales
- Agronomy services
- Bulk fuel delivery
- Custom blended fertilizers
- Farm / nutrient management planning
- Custom fertilizer application and crop protection
- Soil sampling and crop scouting
- Air flow spreading
- Air seeding

Cornette Farm Supply – Greenleaf – 6775 Follett Street, Greenleaf WI

Services include:

- Custom feed blends
- Custom drying and storage for wheat, corn, soybeans, and oats
- Bulk delivery

United Cooperative – Denmark – 110 E. Pine Street, Denmark WI

Services include:

- Custom feed blends
- Custom drying and storage
- Agronomy services
- Automotive repair
- Convenience store
- Bulk fuel delivery

United Cooperative – Pulaski – 428 Third Avenue, Pulaski WI

Services include:

- ACE Hardware store
- Agronomy services, including application

- Retail auto and tire center
- Custom feed blends
- Custom drying and storage for corn, soybeans, and oats
- Bulk fuel delivery
- Machinery sales, service, and rental
- Full service feed manufacturing

Shirley Feed Mill (a division of the Door County Cooperative) – Shirley – 3809 Shirley Road, De Pere WI

Services include:

- Full service feed manufacturing
- Grain merchandising and storage
- Grain drying
- Nutrition consulting

Vegetables

- Bay Valley Foods – 857 School Place, Green Bay WI

Milk/Cheese

- Arla Foods, Inc. – 489 Holland Court, Kaukauna (Hollandtown) WI
- BelGioioso Cheese, Inc. (3 sites)
 - Glenmore Plant – 5810 County Road NN, Denmark, WI
 - Langes Corners Plant – 5312 Steve’s Cheese Road, Denmark WI
 - Pulaski Plant – 4348 Brookside Road, Pulaski WI
- Birdseye Dairy, Inc. – 2325 Memorial Drive, Green Bay WI
- Dean Foods – 3399 S. Ridge Road, De Pere WI
- Laack Brothers Cheese Company, Inc. – 7050 Morrison Road, Greenleaf WI
- Lidgetop Milk Processors – 2135 Park Road, Greenleaf WI
- Schreiber Foods (2 locations)
 - 1695 Mills Street, Green Bay WI
 - 443 N. Henry Street, Green Bay WI
- Saputo Cheese Company – 13190 Velp Avenue, Suamico WI
- Scray’s Cheese – 2082 Old Martin Road, De Pere WI
- Steve’s Cheese – 220 S. Bohemia Drive, Denmark WI
- Winona Foods Inc. – 1552 Lineville Road, Green Bay WI

Meat/Fish/Animal Products

- American Foods Group (2 locations)
 - 544 Acme Street, Green Bay WI
 - 620 University Avenue, Green Bay WI
- Animal Food Service – 341 N. Henry Street, Green Bay WI
- Blue Harbor Fish & Seafood – 1112 McDonald Street, Green Bay WI
- Crystal Bay Seafood – 808 S. Packerland Drive, Green Bay WI

- Dalebroux Meats – 3348 Kewaunee Road, Green Bay WI
- Hujet Custom Butchering – 3787 N. New Franken Road, New Franken WI
- JBS USA Beef Group – 1330 Lime Kiln Road, Green Bay WI
- Maplewood Meats – 4663 Milltown Road, Green Bay, WI
- Meat Processors of Green Bay – 2210 Hutson Road, Green Bay WI
- Melotte Distributing, Inc. (2 locations)
 - 1442 Main Street, Green Bay, WI
 - 300 Mahlik Lane, Denmark WI
- Sanimax – 2099 Shawano Avenue, Green Bay WI
- Seaway Foods Company – 2223 Velp Avenue, Green Bay, WI
- Suamico Fish Company – 1184 Riverside Drive, Suamico WI

Agricultural Storage Facilities – DATCP Licensed Grain Dealers and/or Warehouse Keepers

- Cornette Farm Supply Inc. – 6775 Follett Street, Greenleaf WI
- Tarkowski Grain & Roasting LLC – 3377 S. County Road T, Denmark WI
- Total Grain Services, LLC – 2730 Poplar Street, Wrightstown, WI
- Wiese Brothers Farms – 7043 Bunker Hill Road, Greenleaf WI

Agricultural Equipment Services and Suppliers

- E&H Repair and Welding – 5381 County Trunk X, De Pere WI
- Fritsch Equipment Corp. – 6229 Highway 57, De Pere WI
- JR's Welding and Fabricating – 1080 E. Glenbrook Drive, Pulaski WI
- Nackers Welding Inc. – 3450 Mid Valley Drive, De Pere WI
- New Franken Welding – 4993 Humboldt Road, New Franken, WI
- Riesterer & Schnell – 3200 S. County Highway P, Denmark WI
- Service Motor Company – 3969 Champeau Road, New Franken WI
- Vanden Plas Farmstead Equipment – 3190 Water Division Road, Denmark WI
- Wrightstown Manufacturing Co. – 809 Broadway, Wrightstown WI
- Zeamer's Welding – 2761 Blake Road East, De Pere WI

General Agricultural Trends

The Brown County Land and Water Conservation Department and Brown County UW-Extension staff identified the following broad general agricultural trends in Brown County:

- Lactating cow numbers have remained static.
- Average herd size increasing (average 230), while the overall number of herds is declining.
- Fifty percent of the total cows in Brown County are housed in confined animal feeding operations (CAFOs).
- Number of heifer raising facilities has significantly increased.
- Brown County has the highest number of CAFOs in the state, and the numbers are continuing to increase.
- As previously documented, the land base for agriculture production has steadily decreased. The lost land base was primarily prime agricultural lands.
- Agricultural production within Brown County is strongly linked to cheese manufacturing and cattle processing.
- Cheese plant capacity has increased due to new construction.
- Agricultural industry growth has supported an increased level of distribution infrastructure including increased numbers of custom manure haulers, milk haulers, custom crop producers (planting, chopping, combining, etc.), and private agronomists.
- Overall agricultural service industry providers have decreased in total numbers but those remaining have increased in size and scope.
- Agricultural land values have risen sharply in the last few years driven by the demand for additional farmland, this has led to marginal land being transitioned into ag production.

Anticipated Changes in Nature, Scope, Location, and Focus of Agriculture in Brown County

Based upon past observed trends with agricultural activity within Brown County, the Brown County Land and Water Conservation Department and Brown County UW-Extension staff identified the following anticipated broad future trends:

- Herd size averages will continue to increase, while overall number of herds will continue to decrease.
- Cropland base will continue to decline at a rate similar to past decades.
- Advancements will continue to be made in manure handling technologies including separation, nutrient recycling, and anaerobic digestion.

- There will be increased utilization of computerized cattle management technologies for such tasks as tracking, feeding, and reproduction. There will be increased usage of robotics in milking parlors.

Additional anticipated changes include:

- Continued fragmentation of ownership of agricultural lands as they are divided for development or among heirs.
- Increased production of organic and other smaller, “niche” agricultural commodities.
- Greater direct farm to consumer sales through increasing numbers of farmers’ markets within the metropolitan area.

Anticipated Changes in Production, Processing, Supply, and Distribution of Agriculture in Brown County

Anticipated changes in production, processing, supply and distribution of agriculture are very similar to those previously discussed in the Anticipated Changes in Nature, Scope, Location, and Focus of Agriculture:

- Herd size averages will continue to increase, while overall number of herds will continue to decrease.
- Cropland base will continue to decline at a rate similar to past decades.
- Advancements will continue to be made in manure handling technologies including separation, nutrient recycling, and anaerobic digestion.
- There will be increased utilization of computerized cattle management technologies for such tasks as tracking, feeding, and reproduction. There will be increased usage of robotics in milking parlors.
- Increased production of organic and other smaller, “niche” agricultural commodities, such as grapes for winemaking.
- Greater direct farm to consumer sales through increasing numbers of farmers’ markets within the metropolitan area.
- Growing demand for direct farm to market products developed on the farm, such as artisanal cheeses and preserves.
- Continued fragmentation of ownership of agricultural lands as they are divided for development or among heirs.
- Continued urbanization of lands surrounding the Green Bay Metropolitan Area as landowners sell for development.

Programs and Actions Brown County and its Local Communities will take to Preserve Farmland, Farmland Preservation Areas, and Promote Agricultural Development

Since all general purpose zoning is administered at the local municipal level within Brown County, Brown County's ability to directly preserve farmland is very limited. However, the Brown County Comprehensive Plan – A Vision for Great Communities identifies a number of policies (proposed actions) for the County and local municipalities to cooperatively preserve farmland and promote agricultural development. In order to maintain consistency between the Brown County Farmland Preservation Plan and the Brown County Comprehensive Plan, the pertinent policies from the Land Use, Economic Development, Agricultural Resources, and Natural Resources Chapters of the Brown County Comprehensive Plan are incorporated into the following section.

Policies

Land Use Chapter

County and Local Policies:

- *Evaluate the establishment of a purchase of agricultural conservation easements (PACE) program to serve the Brown County communities, provided adequate funding is available to provide staff for proper program oversight.*

Local Policies:

- *Encourage and promote mixed-use and higher density developments where designated and where appropriate infrastructure exists.*
- *Promote compact development by encouraging development to locate in areas where existing services and infrastructure are provided or where they can be easily provided in a cost-effective manner before extending new services.*
- *Encourage infill development.*
- *Conservation by design developments should be encouraged in areas of the County where there are unique natural, cultural, or agricultural resources rather than large lot rural subdivisions.*
- *Explore the development of a purchase of agricultural conservation easements (PACE), purchase of development rights (PDR), or transfer of development rights (TDR) programs and consider charging building permit fees to fund such programs and staff for program oversight.*
- *Implement innovative zoning techniques to preserve larger, contiguous tracts of agricultural land.*
- *Accommodate rural development in a way that encourages preservation of larger viable blocks of agricultural land, such as through conservation by design subdivisions.*
- *The natural, cultural, or agricultural areas should be preserved in developments by various means such as a permanent easement or dedication of land to a public*

agency or land trust/ nature conservancy, and the development should be built around these resources (i.e. conservation by design).

Economic Development Chapter

County and Local Policies:

- *Recognize farming as an economic activity and promote steps to enhance its long-term economic viability.*

Agricultural Resources Chapter

County and Local Policies:

- *Brown County should expand its efforts to disseminate soil suitability and soil limitation information to local officials, to the development and agricultural communities, and the general public.*
- *Every local unit of government within Brown County should adopt and enforce an erosion control ordinance for both agricultural and construction purposes.*
- *The Brown County soil erosion inventory, as well as the Brown County Erosion Control and the Brown County Land and Water plans should be periodically updated.*
- *Brown County, as well as the affected local units of government, should utilize the soils information contained within the Brown County Farmland Preservation Plan in its efforts to identify the most critical areas for farmland preservation.*
- *Brown County, as well as the affected local units of government, should undertake efforts to protect the most important of the remaining agricultural lands within Brown County for as long as possible.*
- *Brown County should continue to update the Brown County Farmland Preservation Plan.*
- *Brown County and the affected local units of government should work together to actively encourage both conventional and entrepreneurial agricultural opportunities within the County.*
- *Local communities should consider the establishment of a purchase of agricultural conservation easements program.*
- *Local communities should consider implementation of innovative agricultural zoning.*

Implementation Chapter

The Implementation Chapter of the Brown County Comprehensive Plan lists out specific action steps, which in some instances are reiterations of the previously noted policies in the individual chapters. For purposes of the Farmland Preservation Plan, all agricultural-related action steps are listed below.

- Become more involved in rural economic development issues and initiatives to direct farmers to existing support programs and to provide planning, technical, and financial assistance to farmers.
- Revise Brown County's existing agricultural plans and programs to make them consistent with the recommendations in the Brown County Comprehensive Plan and enable the recommendations in the comprehensive plan to be implemented.
- Disseminate soil suitability and soil limitation information to local officials, the agricultural and development communities, and the general public to expand their knowledge of this information and its importance to cost-effective agricultural and development efforts.
- Review the Brown County Land and Water Plan to determine if the recommendations of the plan have been implemented and to enable it to conform to the Brown County Comprehensive Plan.
- Update the Brown County Farmland Preservation Plan to maintain eligibility for the state tax credit programs, reflect the development that has occurred within agricultural areas since 1990, enable the preservation plan to conform with the Brown County Comprehensive Plan, and provide detailed information about and solutions to the agricultural issues facing the County.
- Brown County and the County's communities should support and encourage conventional and entrepreneurial agricultural practices.
- Brown County's agricultural communities should establish purchase of agricultural conservation easements (PACE) programs to preserve farmland, provided adequate funding is also available for staff oversight.
- Brown County's agricultural communities should include innovative agricultural zoning practices in their zoning ordinances to minimize the disruption of large parcels of agricultural land.
- Every community in Brown County should adopt and enforce an erosion control ordinance for agricultural and construction purposes.

Additional Key Land Use Issues and Plans to Preserve Farmland and Promote Agricultural Development

It is important for Brown County's residents and municipalities to recognize that productive farmland is a finite resource, which has continued to decrease in acreage over the past 40 years as documented in Chapter 1. If agricultural lands are allowed to continue to decrease, it will negatively impact an industry that, according to the 2011 UW-Extension study "Brown County Agriculture: Value & Economic Impact," provides 21,038 jobs, accounts for almost \$6 billion in business sales, contributes \$1.6 billion to county income, and pays about \$139 million in taxes.⁸ Therefore, preserving farmland and promoting sustainable agricultural development is not just in Brown County's altruistic interests, but also in its economic interests. In order to further the goals of

⁸ Brown County Agriculture: Value & Economic Impact, UW-Extension, 2011

preserving farmland and promoting agricultural development, the following issues and plans should be undertaken:

- Maintain use-value assessment for legitimate agricultural lands that are not zoned or platted for development.
- Revise the use-value assessment law to preclude lands that are not zoned for agricultural use from receiving the benefits of agricultural use-value assessment.
- Promote the long-term sustainability of the agricultural industry by developing a purchase of agricultural conservation easement (PACE) program and a mentoring program for the next generation of agricultural producers.
- Publicize the importance of agriculture to Brown County's economy to build public support for agricultural preservation efforts.
- Encourage clusters of farmers to work with the State of Wisconsin to create Agricultural Enterprise Areas to demonstrate a long-term commitment to agricultural suppliers, value-added producers, and other agricultural related support industries.
- Ensure people who move to the rural parts of Brown County understand they will experience the sights, sounds, and odors associated with active agricultural practices.
- Encourage the rural local units of government to utilize smaller maximum lot sizes to minimize the impact scattered, rural residential development will have on modern agricultural practices.
- Promote the continued diversification of Brown County's agricultural niche markets such as artisanal cheeses and viticulture.
- Encourage the continued growth in farmers' markets throughout Brown County to create additional direct farm to market opportunities.
- Work with Brown County school districts to utilize locally grown agricultural products for school lunches.
- Encourage the development of urban gardening to introduce urban residents to agriculture and nutritious, locally-grown fruits and vegetables.
- Continue the implementation of the recommendations in the Brown County Land and Water Resource Management Plan.
- Partner with the agricultural community, private sector, higher education, and state and federal governments to continue to investigate ways to utilize manure as a source of renewable energy, including the use of digesters.
- Partner with the agricultural community, private sector, NEW Water, higher education, and state and federal governments to cooperatively reduce phosphorus and suspended solid inputs from agricultural fields into the Fox River and Bay of Green Bay.
- Coordinate with Brown County Land and Water Conservation and Brown County Zoning Departments to ensure rural wells are protected from contamination from improper agricultural practices and failing private onsite wastewater treatment systems.

Goals, Strategies, Policies, and Proposed Actions to Increase Housing Density in Areas Other than Farmland Preservation Areas

Since all general purpose zoning is administered at the local municipal level within Brown County, Brown County's ability to directly increase housing density outside of identified farmland preservation areas is very limited. However, the Brown County Comprehensive Plan – A Vision for Great Communities identifies a number of goals, objectives (strategies), and policies (proposed actions) for the County and local municipalities to cooperatively promote increased housing density in areas outside of farmland preservation areas. In order to maintain consistency between the Brown County Farmland Preservation Plan and the Brown County Comprehensive Plan, the pertinent goals and objectives from the Land Use, Agricultural Resources, and Housing Chapters of the Brown County Comprehensive Plan are incorporated into the following section.

Goals

Land Use Chapter Goal #1

Manage future growth in Brown County by promoting and encouraging the orderly, efficient, compact, and well-balanced development of land, which maintains a balance among the preservation of environmentally sensitive areas, agricultural lands, and continued residential, commercial, and industrial development.

Agricultural Resources Chapter Goal

Balance the use and preservation of agriculture in Brown County in a sustainable manner so as to enhance its long-term viability and maintain the character of the County.

Housing Chapter Goal

Work with the local communities to develop neighborhoods that provide a variety of quality housing opportunities for all segments of Brown County's population in such a way that adverse environmental impacts are minimized, public services are efficiently provided, and alternative means of transportation are encouraged.

Objectives

Land Use Chapter

County and Local Objectives:

- *Designate realistic and flexible growth areas while taking into account economic realities and the provision of efficient services.*
- *Provide incentives to developers to use traditional neighborhood developments and planned developments to promote mixed-use development and to use*

conservation by design subdivisions to preserve greenspace, environmentally sensitive areas, and agricultural land.

Local Objectives:

- *Encourage higher density development and promote the development of existing undeveloped and underutilized lots and the rehabilitation of existing structures.*

Agricultural Chapter

County and Local Objectives:

- *Prevent the premature extension of utilities and infrastructure in order to retain agricultural lands and land uses as long as appropriate and feasible.*
- *Preserve productive agricultural lands through innovative preservation and development techniques, such as the purchase or transfer of development rights, farmland preservation, and agricultural planning programs.*

Housing Chapter

Local Objectives:

- *Develop residential neighborhoods with mixed land uses that encourage alternative means of transportation to serve all ages and income levels.*

Policies and Proposed Actions

Land Use Chapter – Brown County

- *Promote orderly and cost-effective development practices that make the maximum use of existing and planned services. This includes recommending that areas most easily serviced by municipal sewer and water develop first and infill areas and areas contiguous to existing development be given priority before the development of other noncontiguous areas.*

Land Use Chapter – Brown County and Local Governments

- *Evaluate the establishment of a purchase of agricultural conservation easements (PACE) program to serve the Brown County communities.*

Land Use Chapter – General Policies

- *Develop/revise subdivision regulations to allow for traditional neighborhood developments, conservation by design subdivisions, and to promote other elements of Smart Growth, such as narrower rights-of-way and smaller minimum lot sizes.*

- *Encourage and promote mixed-use and higher density developments where designated and where appropriate infrastructure exists.*
- *Promote compact development by encouraging development to locate in areas where existing services and infrastructure are provided or where they can be easily provided in a cost-efficient manner before extending new services.*
- *Expand utilities and services in accordance with locally identified 5-year growth increments.*
- *Promote development patterns that emphasize “community” and “neighborhood” while discouraging isolated, fragmented utilization of land.*
- *Encourage infill development.*

Land Use Chapter – General Housing Policies

The following recommendations for the local municipalities are geared towards specific land uses. Please note that all recommendations may not apply to all communities (i.e., some apply in more rural areas, while others apply to more urban areas).

- *Permit smaller residential lot sizes based on the standards contained in the Brown County Land Division and Subdivision Ordinance of 7,500 square feet for lots with public sewer and 40,000 square feet for those with private septic systems in order to increase the number of affordable lots and homes on the market. Even smaller lot sizes should be considered in conservation subdivisions or traditional neighborhood developments.*
- *Encourage at least two (and preferably more) types of housing units (single-family, duplex, multi-family, condo, elderly care/group homes, etc.) in all large-acreage developments (i.e., over 30 acres in size) where at least one-half of the lots are intended for residential uses.*
- *Encourage greater variety in the types of multi-family developments that are in scale with the surrounding neighborhood, including the promotion of townhouse, condominium, and smaller 3- to 8-unit building developments.*
- *Consider permitting a small, secondary principal structure (granny flat) on residential parcels to allow the elderly a place to continue to live semi-independently.*
- *Local communities that have public services are encouraged to promote traditional neighborhood*

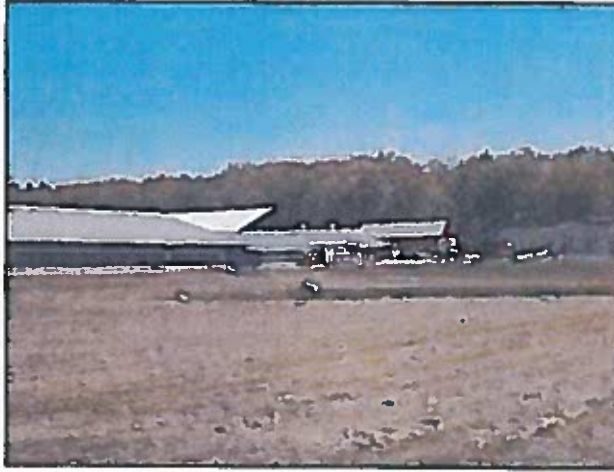


development (TND) and to adopt a traditional neighborhood development district in their respective zoning ordinances.

- *Conservation by design developments should be encouraged in areas of the County where there are unique natural, cultural, or agricultural resources rather than large-lot rural subdivisions. Such developments should also be encouraged in more urban areas where unique natural features are present.*
- *Strategically mix commercial, institutional, and recreational uses within residential developments to ensure residents have the option to walk or bike to these uses.*
- *Explore the development of purchase of agricultural conservation easements (PACE), purchase of development rights (PDR), or transfer of development rights (TDR) programs and identify revenue sources to fund such programs.*
- *Implement innovative zoning techniques, such as sliding scale zoning, to preserve larger, contiguous tracts of agricultural land.*
- *Accommodate rural development in a way that encourages preservation of larger viable blocks of agricultural land, such as through conservation by design subdivisions.*

Farmland Preservation Plan

The Brown County Farmland Preservation Plan is the culmination of approximately one year of communication and coordination among Brown County, the Wisconsin Department of Agriculture, Trade, and Consumer Protection (DATCP), and Brown County municipalities. Under Chapter 91 of the Wisconsin Statutes, the county is given the task of identifying farmland preservation areas as part of a county-wide Farmland



Preservation Plan. Following identification of the farmland preservation areas, the applicable zoning map(s) and ordinance(s) need to be amended to be substantially consistent with the identified farmland preservation areas. However, in Brown County all general purpose zoning is administered at the local municipal level, not by the county. Therefore, it would not be appropriate for Brown County to identify the farmland preservation areas within these communities and then force the local communities to change their zoning ordinances and maps to be consistent with this top-down approach to planning.

Rather, a bottom-up approach to identifying the farmland preservation areas was utilized, whereby the County acted in the role of coordinator between DATCP as the state agency responsible for administering Chapter 91 of the statutes, and Brown County's participating local communities as administrators of their local plans and zoning ordinances. Each participating community was asked to review their farmland preservation areas currently identified in the Brown County Farmland Preservation Plan and update them based upon the guidance in the DATCP publication, *"Guide for Developing County Farmland Preservation Plans"*, Chapter 91 of the Wisconsin State Statutes, and Wisconsin Administrative Code Chapter ATCP 49. The county-wide criteria for reviewing and updating the local farmland preservation plan areas follow:

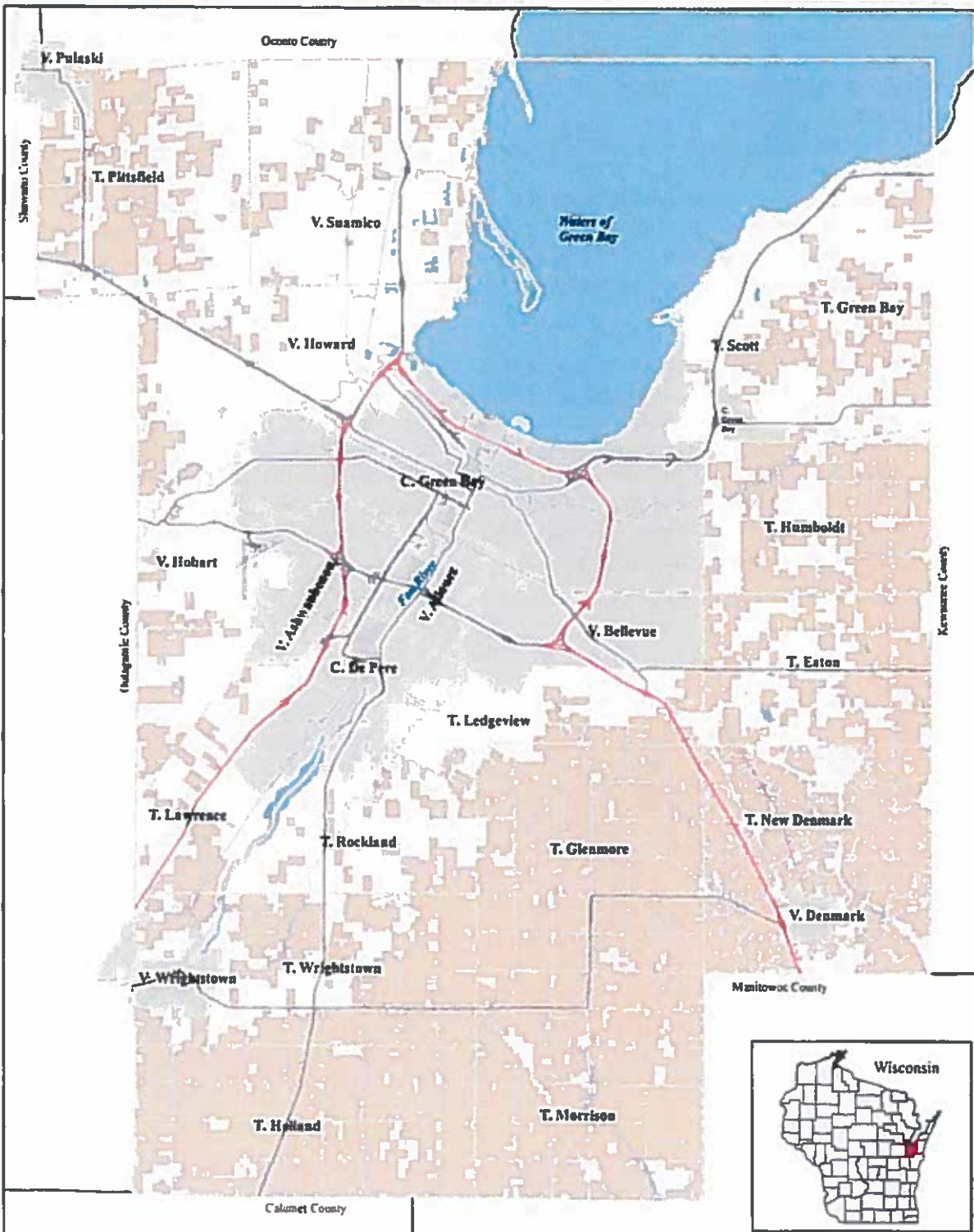
- Include areas with soils suitable for agricultural production;
- Include lands that have historically been used for agricultural use or agriculture-related uses;
- Include lands in close proximity to agricultural infrastructure;
- Include undeveloped natural resource or open space areas that connect other farmland parcels to create a large, uninterrupted block;
- Exclude areas that will be developed within the next 15 years as identified in the local comprehensive plans;

- Locally identified areas may not be based primarily on landowner preferences.

In reviewing the Brown County Farmland Preservation Plan map, there are portions of municipalities where the planned farmland preservation areas may appear to be somewhat fragmented. As the local municipalities updated their farmland preservation areas, they utilized the above listed six criteria for their primary direction. However, some communities also wanted to exclude areas that have high seasonal water table/wetlands (parts of the Towns of Eaton and Humboldt) and areas of very shallow bedrock (parts of the Towns of Green Bay and Scott). Therefore, even though some of these areas may currently be farmed, they were not considered by the local municipality to be of a high enough quality to merit farmland preservation status. Other fragmented areas around the Green Bay Urbanized Area are expected by the local municipalities to develop within the 15-year timeframe of this plan.

Following adoption of the Brown County Farmland Preservation Plan, as local communities update their local comprehensive plans, any proposed changes to the farmland preservation areas should be reflected in the local comprehensive plans. When the Brown County Farmland Preservation Plan is revised in the future, the local comprehensive plans will serve as the primary source of information for the update. The specific rationales uses by each municipality to identify their farmland preservation plan areas are identified in Appendix A of this plan. Figure 7-27 depicts the county-wide farmland preservation map and Figures 7-28 through 7-43 depict the individual community farmland preservation maps.

Figure 7-27
Farmland Preservation Plan Map
 Brown County Comprehensive Plan Update



- Municipal Districts
- Farmland Preservation Areas
- Non-Participating Municipalities

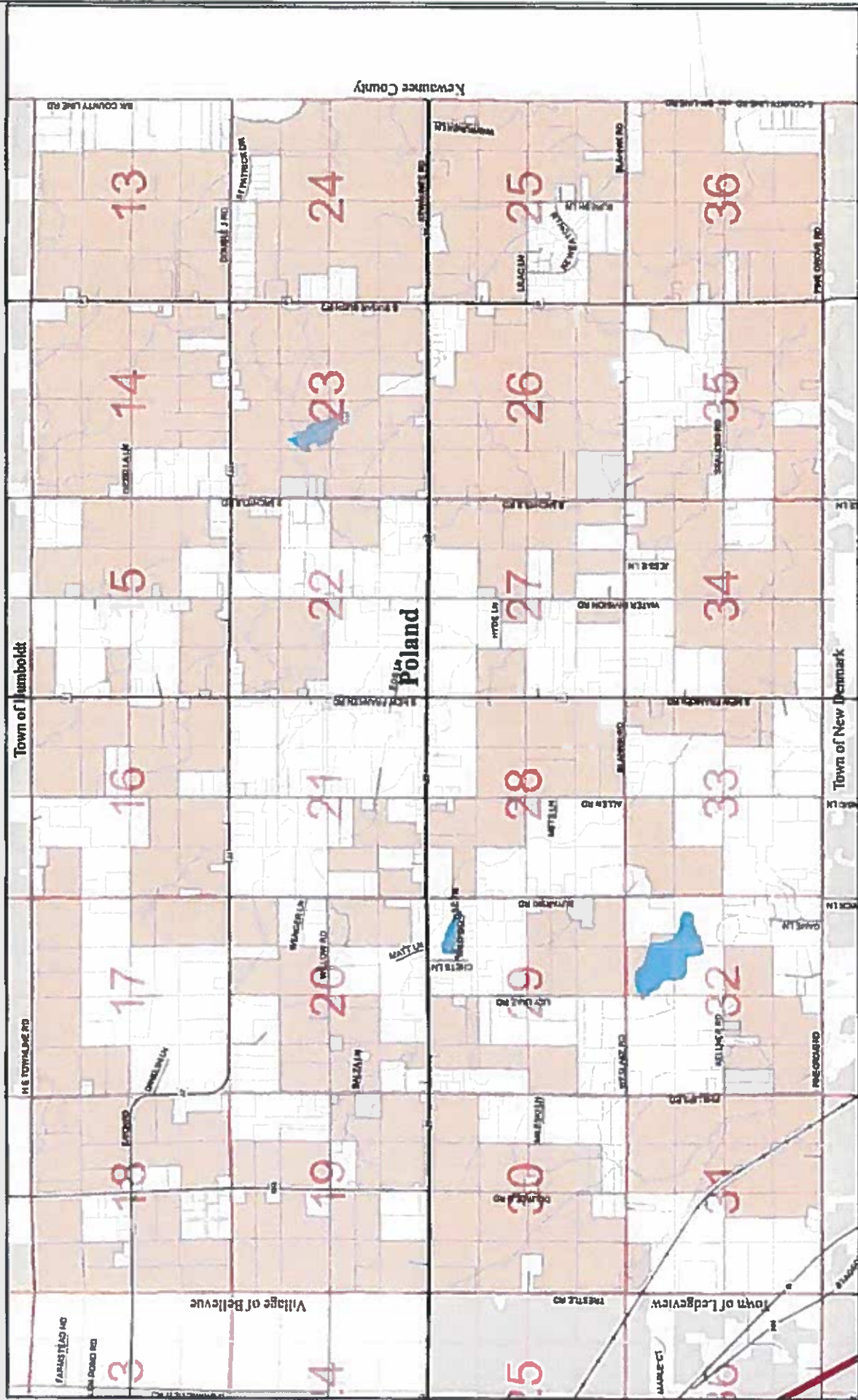
Source: Local Municipalities, Brown County Planning and Land Services, 11/17/2018



Figure 7-28

Farmland Preservation Plan Map

Town of Eaton, Brown County, WI

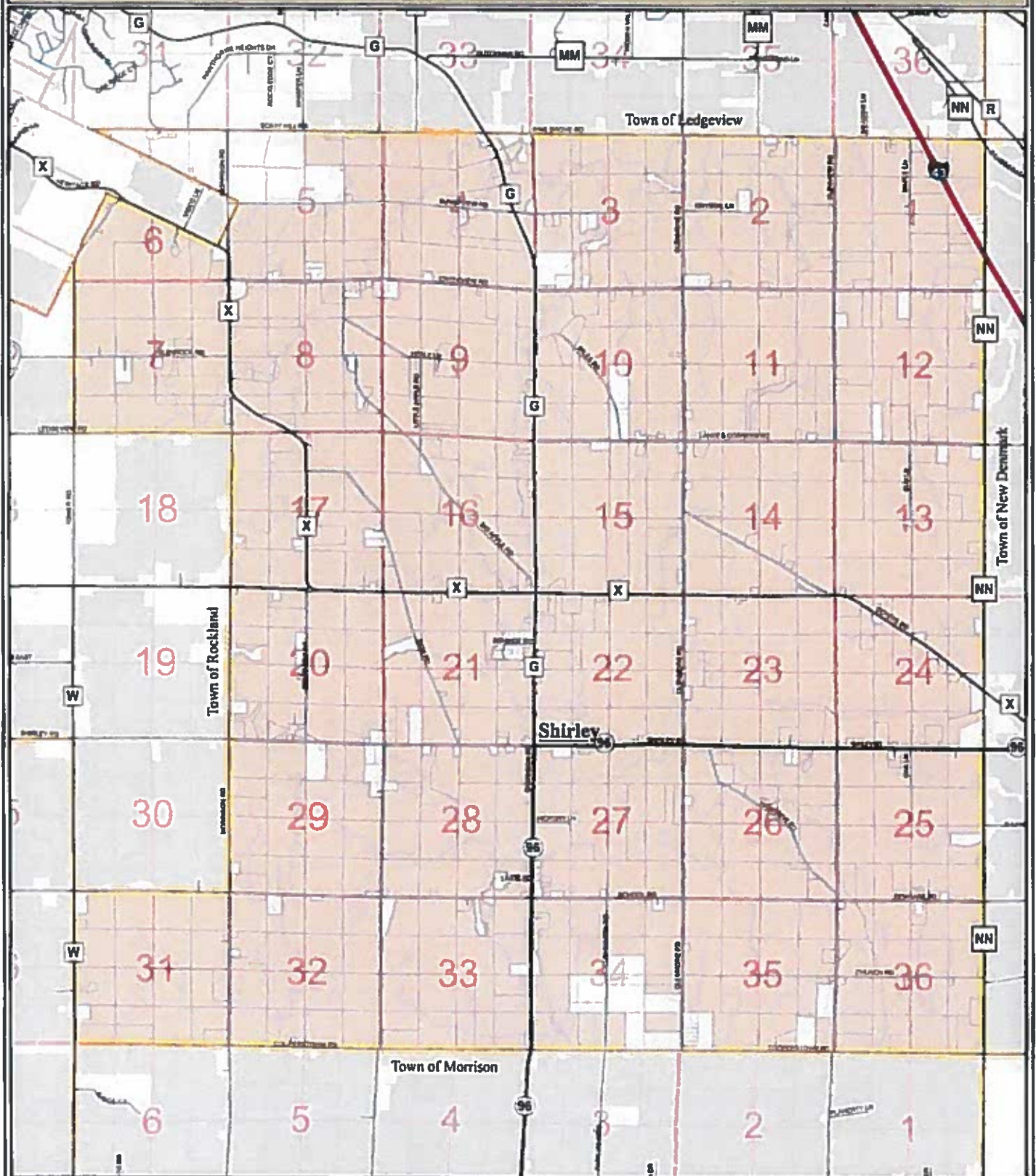


- Legend**
- Farmland Preservation Areas
 - Non-Farmland Preservation Areas
 - Municipal Districts
 - Non-Participating Municipalities
 - Township
 - Section Line
 - Quarter Section Line
 - U.S. / State Highway
 - U.S. Highway
 - Local Road or Street
 - Railroad
 - State Highway
 - Lakes, Ponds & Rivers
 - Rivers & Streams

Figure 7-29

Farmland Preservation Plan Map

Town of Glenmore, Brown County, WI



Legend

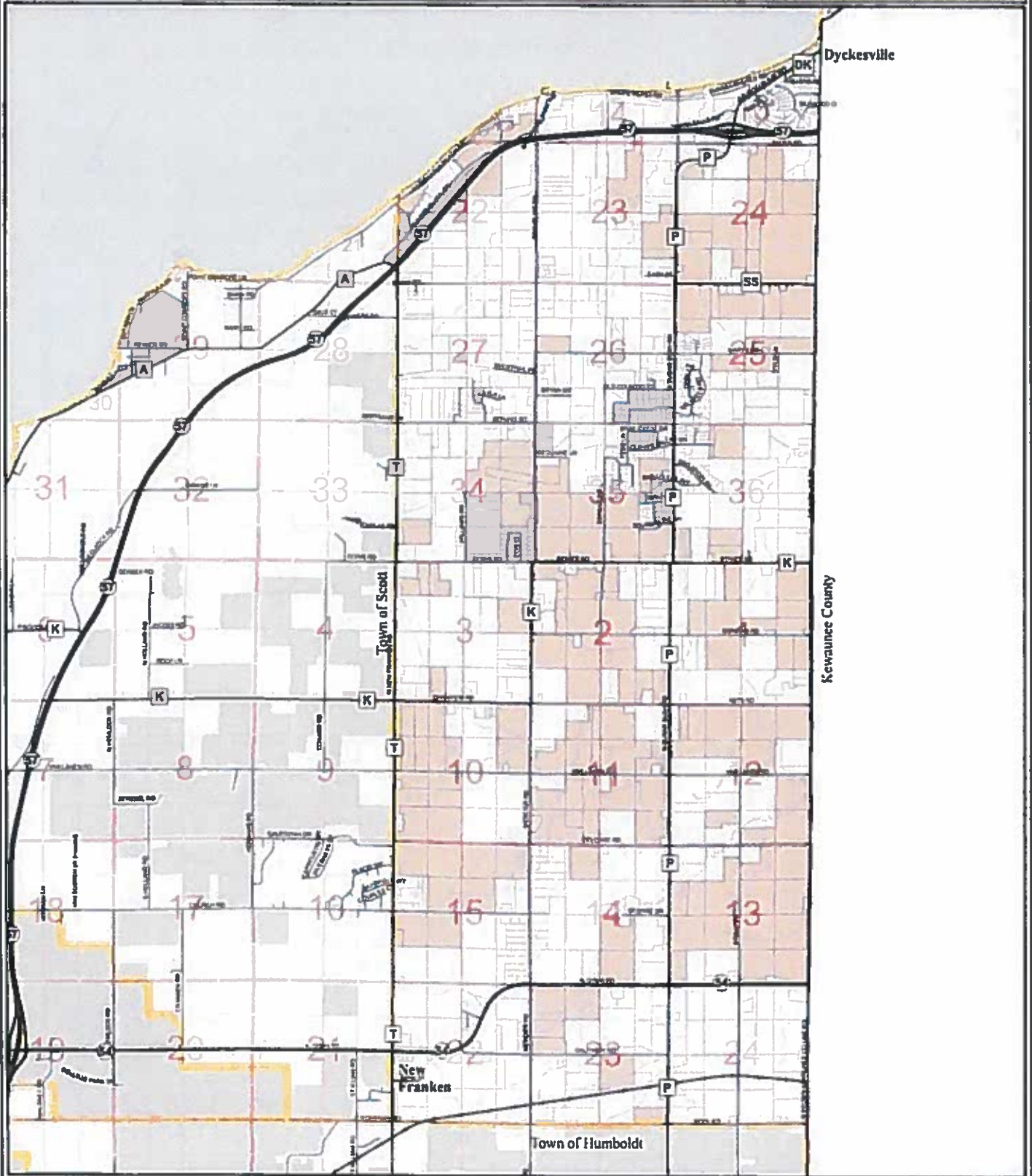
- | | | | | | |
|---------------------------------|----------------------------------|----------------------|----------------------|----------------------|-----------------------|
| Non-Farmland Preservation Areas | Municipal Districts | Tax Parcel | County Highway | U.S. / State Highway | Lakes, Ponds & Rivers |
| Farmland Preservation Areas | Non-Participating Municipalities | Section Line | Interstate Highway | U.S. Highway | Rivers & Streams |
| | | Quarter Section Line | Local Road or Street | Railroads | |
| | | | State Highway | | |

Source: Town of Glenmore, Brown County Planning and Land Services, 1/16/2019

Figure 7.30

Farmland Preservation Plan Map

Town of Green Bay, Brown County, WI



Legend

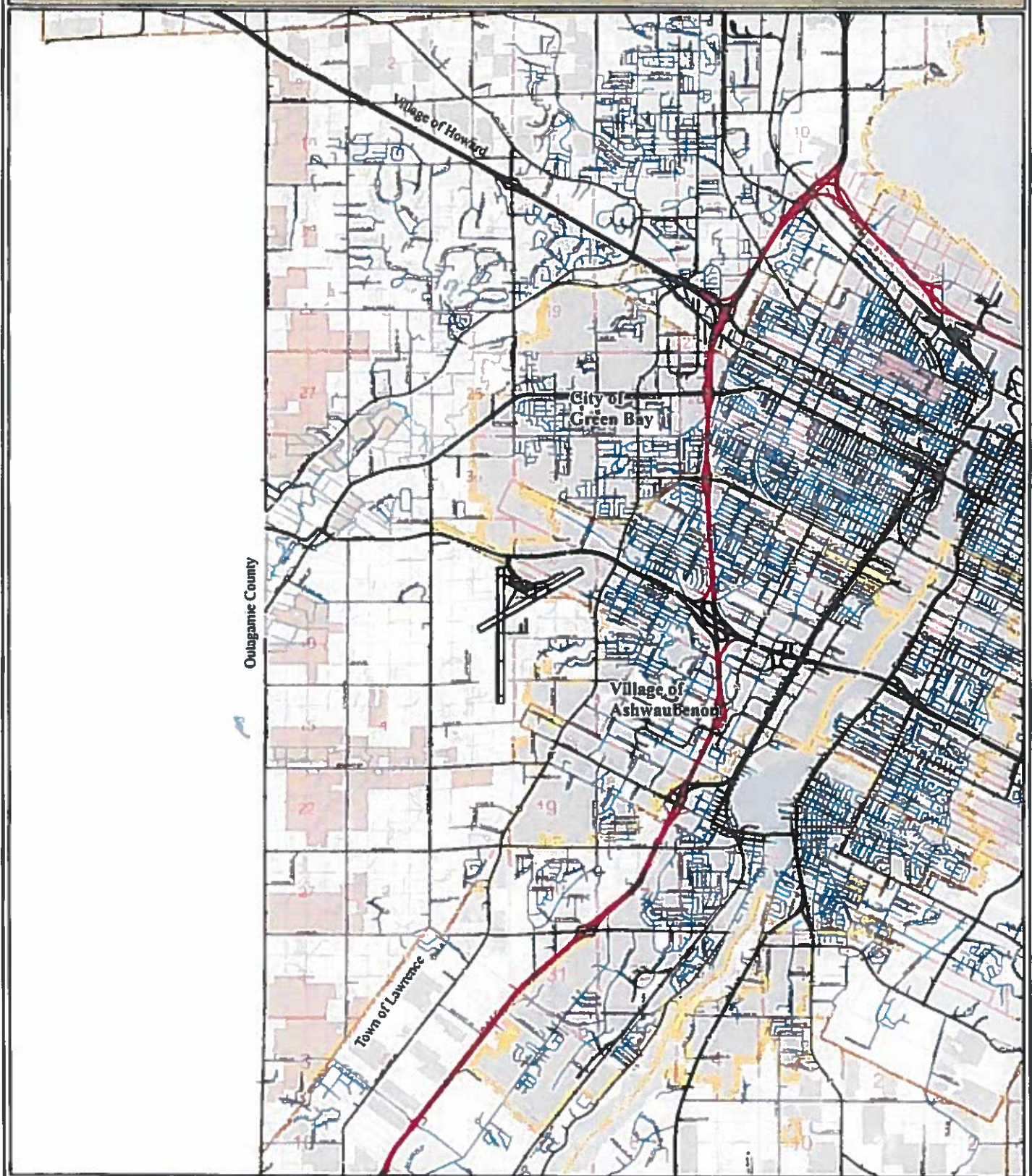
- | | | | | | |
|---------------------------------|----------------------------------|----------------------|--------------------|----------------------|-----------------------|
| Non-Farmland Preservation Areas | Municipal Districts | Tax Parcel | County Highway | U.S. / State Highway | Lakes, Ponds & Rivers |
| Farmland Preservation Areas | Non-Participating Municipalities | Section Line | Interstate Highway | U.S. Highway | Rivers & Streams |
| | Quarter Section Line | Local Road or Street | State Highway | Railroads | |

Source: Town of Green Bay, Brown County Planning and Land Services, 1/26/2017

Figure 7-31

Farmland Preservation Plan Map

Village of Hobart, Brown County, WI



Legend

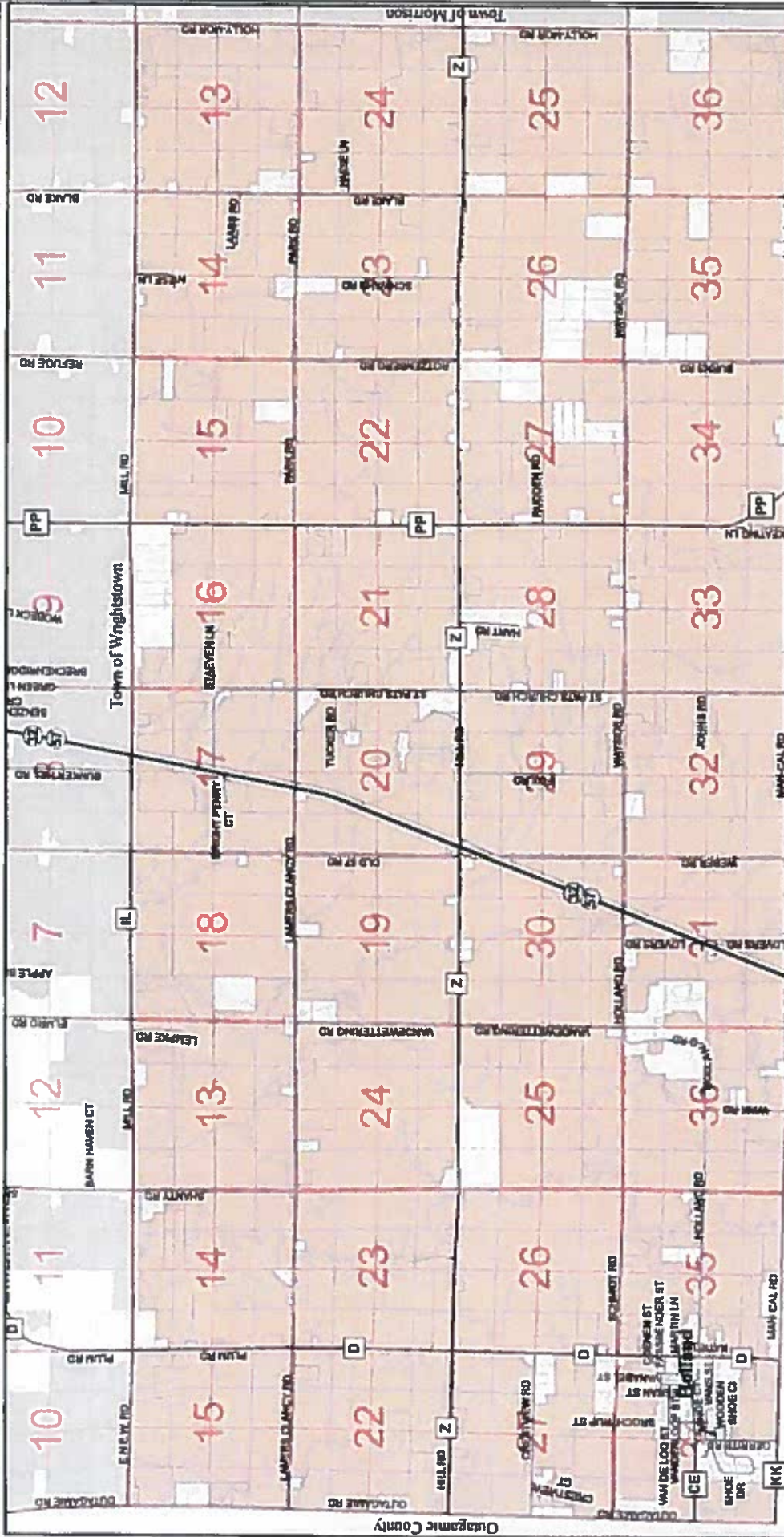
Non-Farmland Preservation Areas	Municipal Districts	Ten Parcel	County Highway	U.S. / State Highway	Lakes, Ponds & Rivers
Non-Participating Municipalities	Section Line	Quarter Section Line	Interstate Highway	U.S. Highway	Rivers & Streams
Farmland Preservation Areas			Local Road or Street	Railroads	
			State Highway		

Source: Village of Hobart, Brown County Planning and Land Services, L&P/RS

Farmland Preservation Plan Map

Town of Holland, Brown County, WI

Figure 7-32

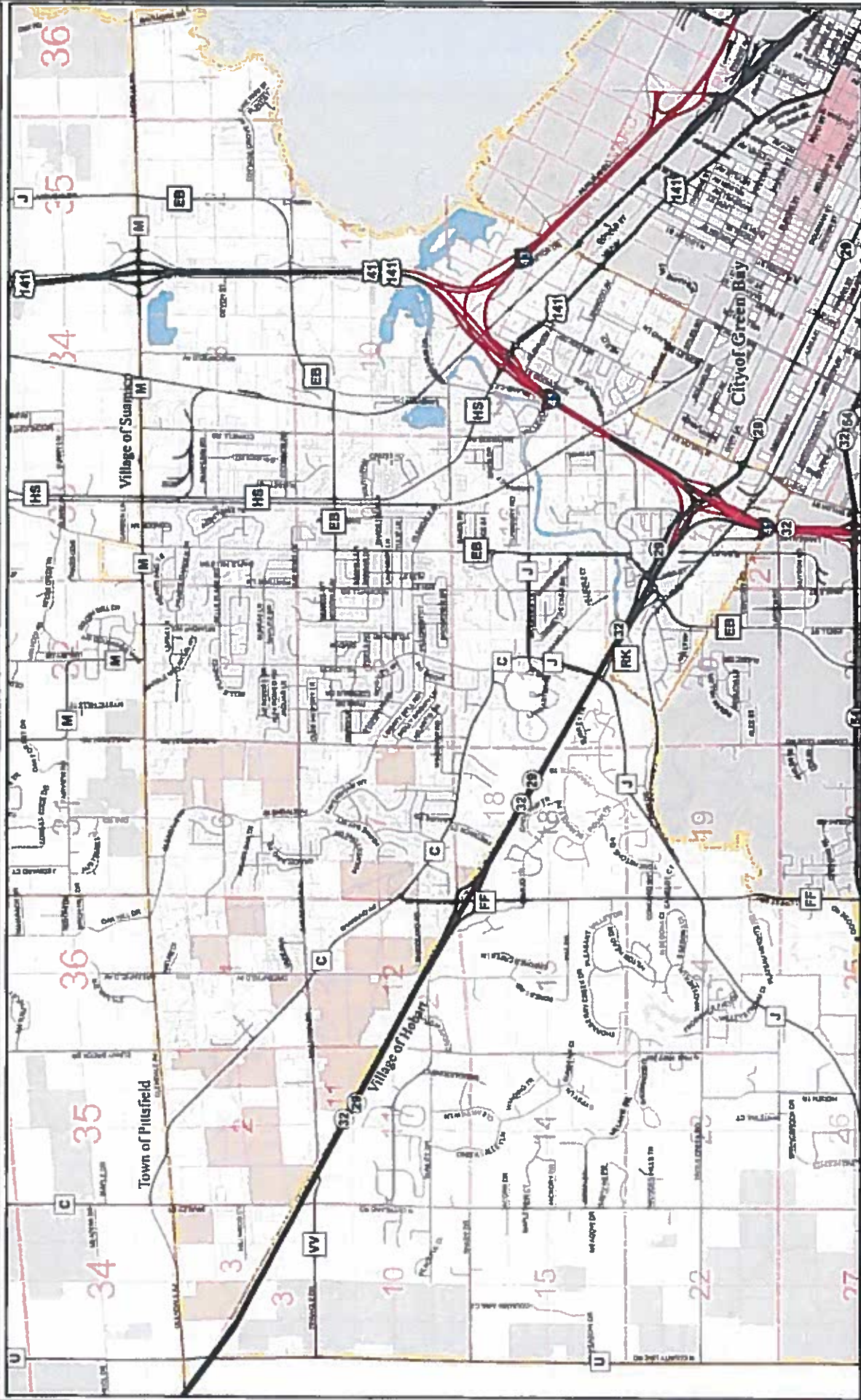


- Legend**
- Farmland Preservation Areas
 - Non-Farmland Preservation Areas
 - Municipal Districts
 - Non-Participating Municipalities
 - County Highway
 - U.S. / State Highway
 - U.S. Highway
 - Local Road or Street
 - State Highway
 - Section Line
 - Quarter Section Line
 - Railroads
 - Lakes, Ponds & Rivers
 - Rivers & Streams

Figure 7-31

Farmland Preservation Plan Map

Village of Howard, Brown County, WI



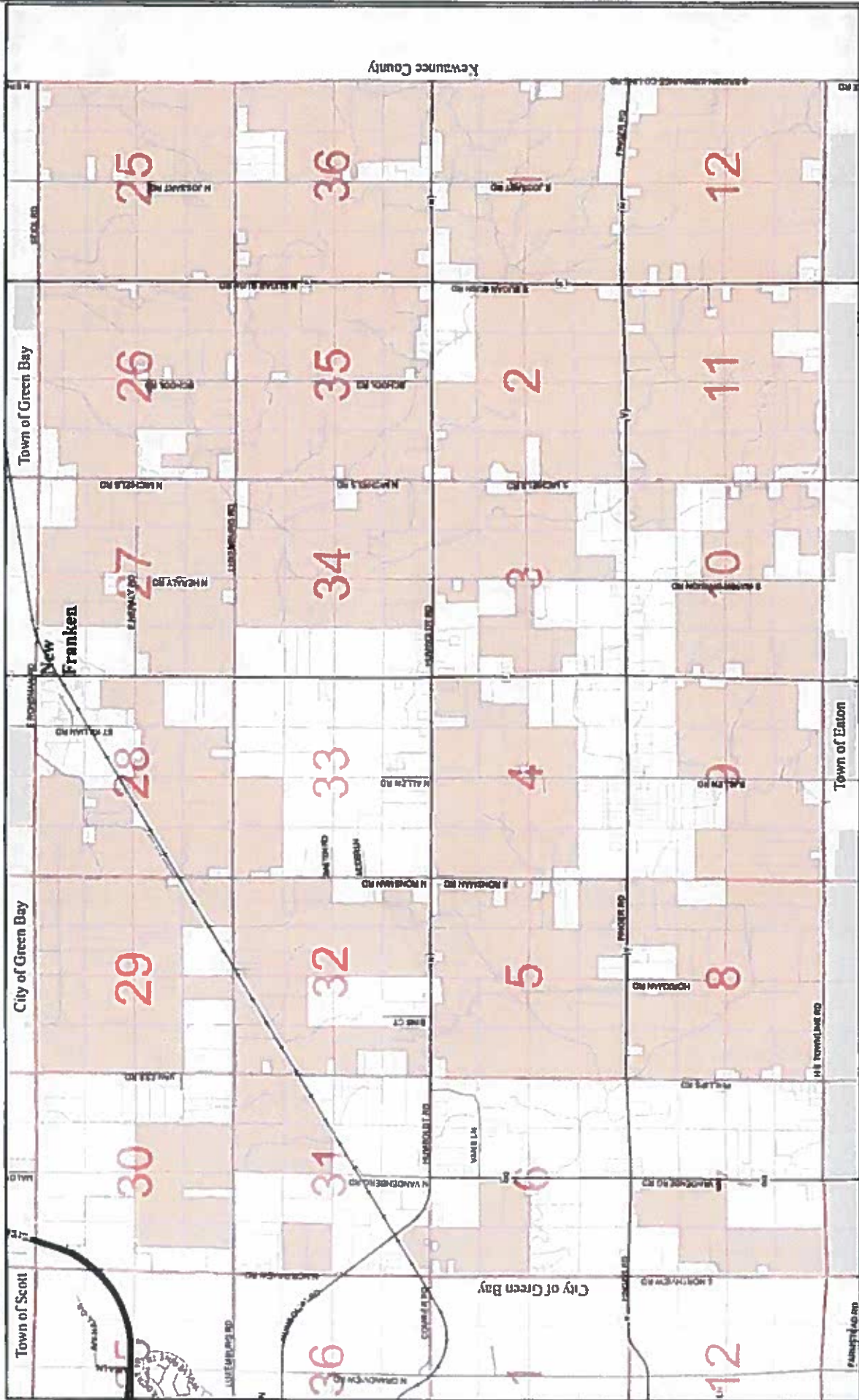
Legend

- Farmland Preservation Areas
- Non-Farmland Preservation Areas
- Municipal Districts
- Non-Participating Municipalities
- Tax Parcel
- Section Line
- Quarter Section Line
- County Highway
- U.S. / State Highway
- Interstate Highway
- U.S. Highway
- Local Road or Street
- Railroads
- State Highway
- Lakes, Ponds & Rivers
- Rivers & Streams

Figure 7-34

Farmland Preservation Plan Map

Town of Humboldt, Brown County, WI

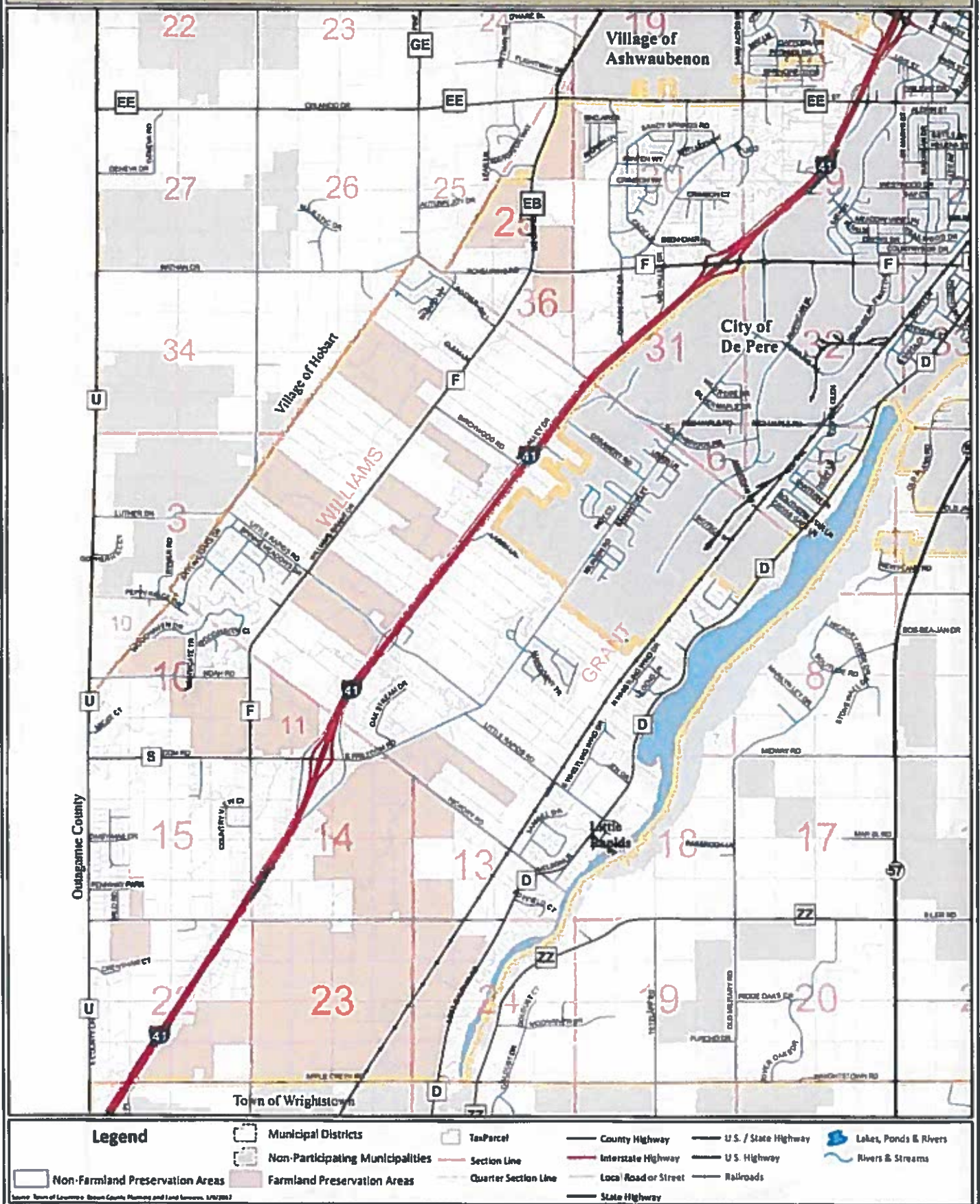


- Legend**
- Farmland Preservation Areas
 - Non-Farmland Preservation Areas
 - Municipal Districts
 - Non-Participating Municipalities
 - Tier Parcel
 - Section Line
 - Quarter Section Line
 - County Highway
 - Interstate Highway
 - Local Road or Street
 - State Highway
 - U.S. / State Highway
 - U.S. Highway
 - Railroads
 - Lakes, Ponds & Rivers
 - Rivers & Streams

Figure 7-25

Farmland Preservation Plan Map

Town of Lawrence, Brown County, WI

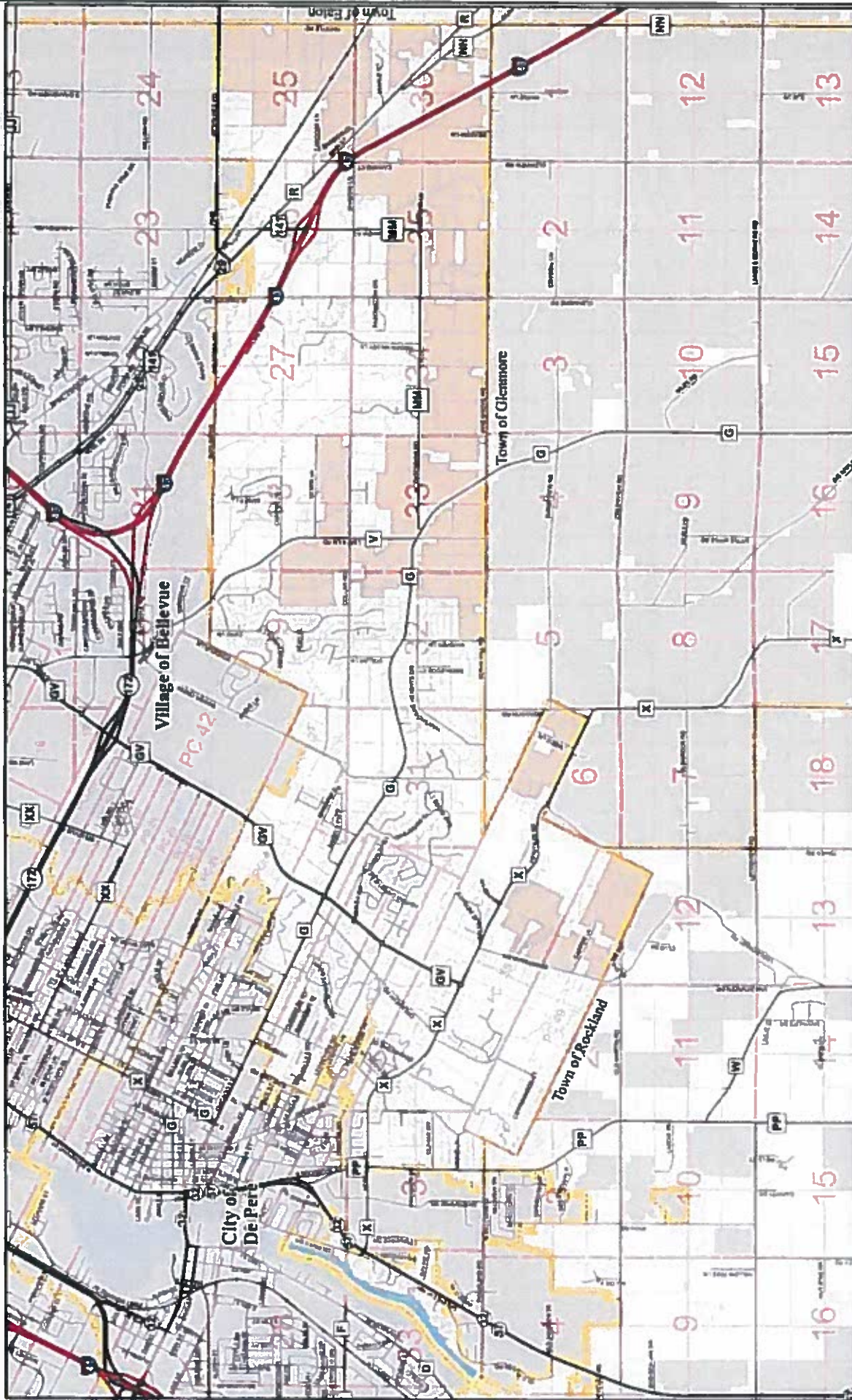


Source: Town of Lawrence, Brown County Planning and Land Services, 1/2020

Figure 7-36

Farmland Preservation Plan Map

Town of Ledgeview, Brown County, WI



Legend

Non-Farmland Preservation Areas	Farmland Preservation Areas	Municipal Districts	Non-Participating Municipalities
Parcel	Section Line	Quarter Section Line	U.S. / State Highway
County Highway	Interstate Highway	Local Road or Street	U.S. Highway
Railroad	State Highway	Lakes, Ponds & Rivers	Rivers & Streams

Source: Town of Ledgeview, Brown County Planning and Land Services, 2/2008

Figure 7-37

Farmland Preservation Plan Map

Town of Morrison, Brown County, WI

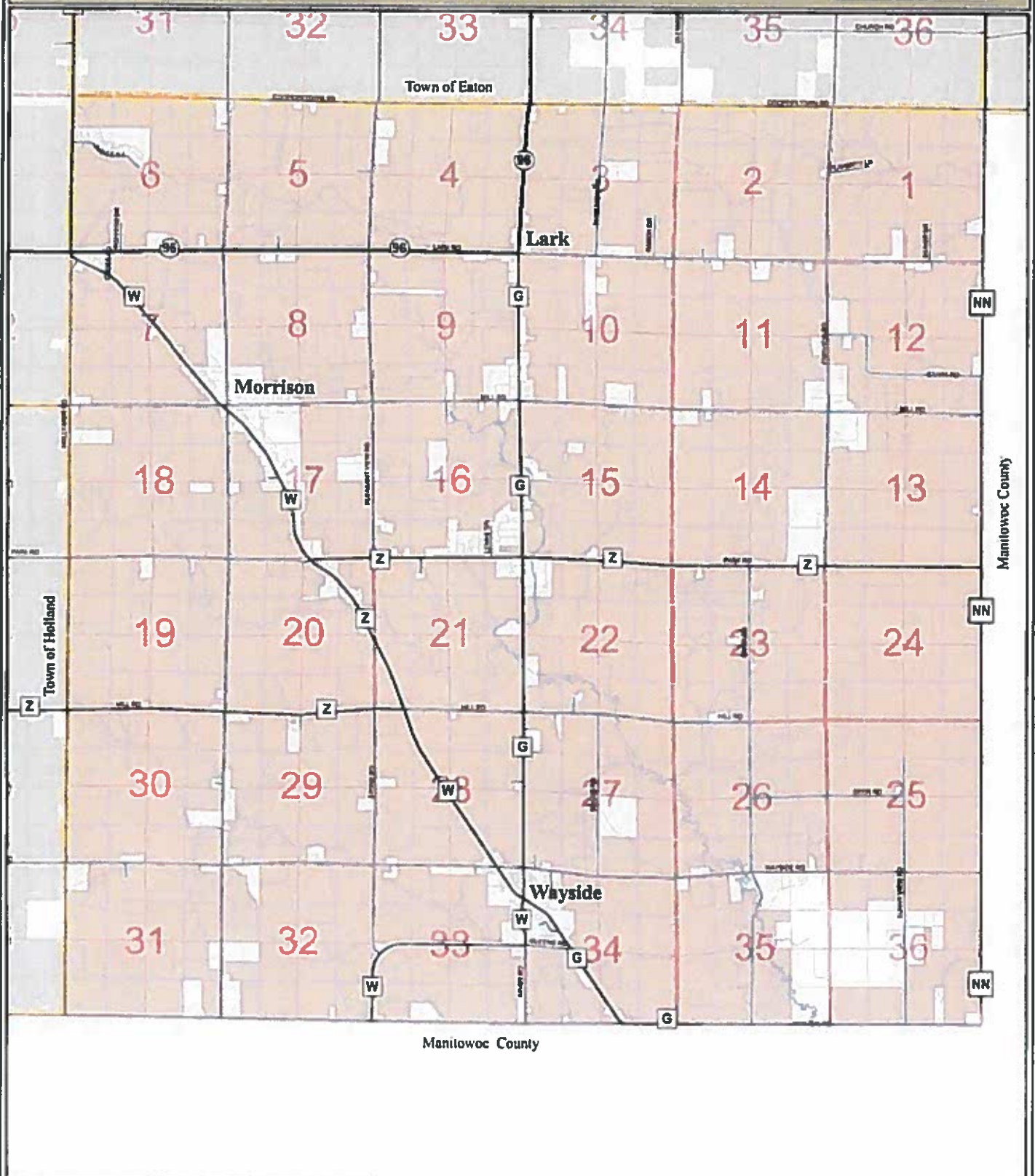
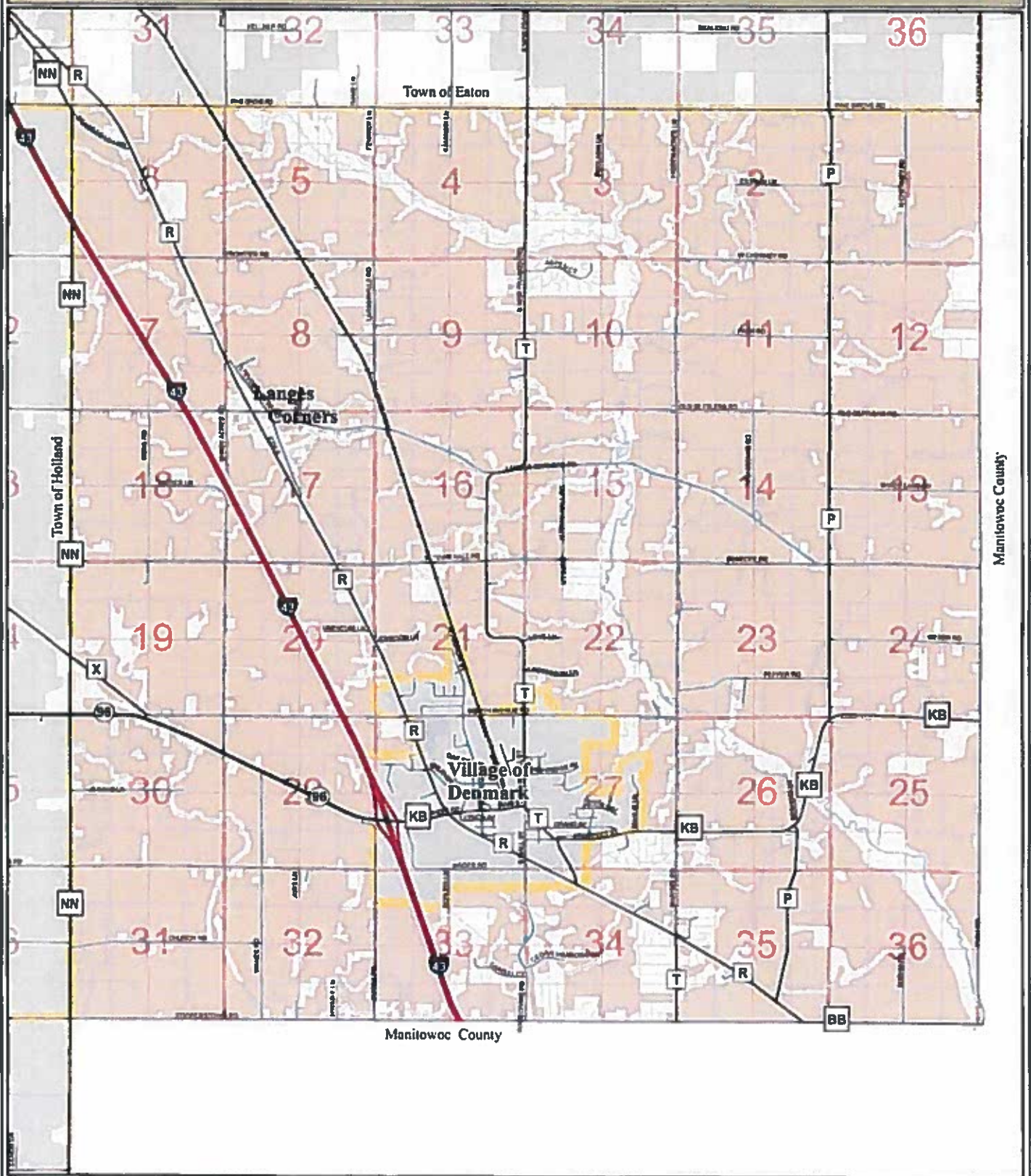


Figure 7-38

Farmland Preservation Plan Map

Town of New Denmark, Brown County, WI



Legend

- | | | | | | |
|---------------------------------|----------------------------------|----------------------|--------------------|----------------------|-----------------------|
| Non-Farmland Preservation Areas | Municipal Districts | Parcel | County Highway | U.S. / State Highway | Lakes, Ponds & Rivers |
| Farmland Preservation Areas | Non-Participating Municipalities | Section Line | Interstate Highway | U.S. Highway | Rivers & Streams |
| | Quarter Section Line | Local Road or Street | Railroads | State Highway | |

Source: Town of New Denmark, Brown County Planning and Land Services, 1/10/2017

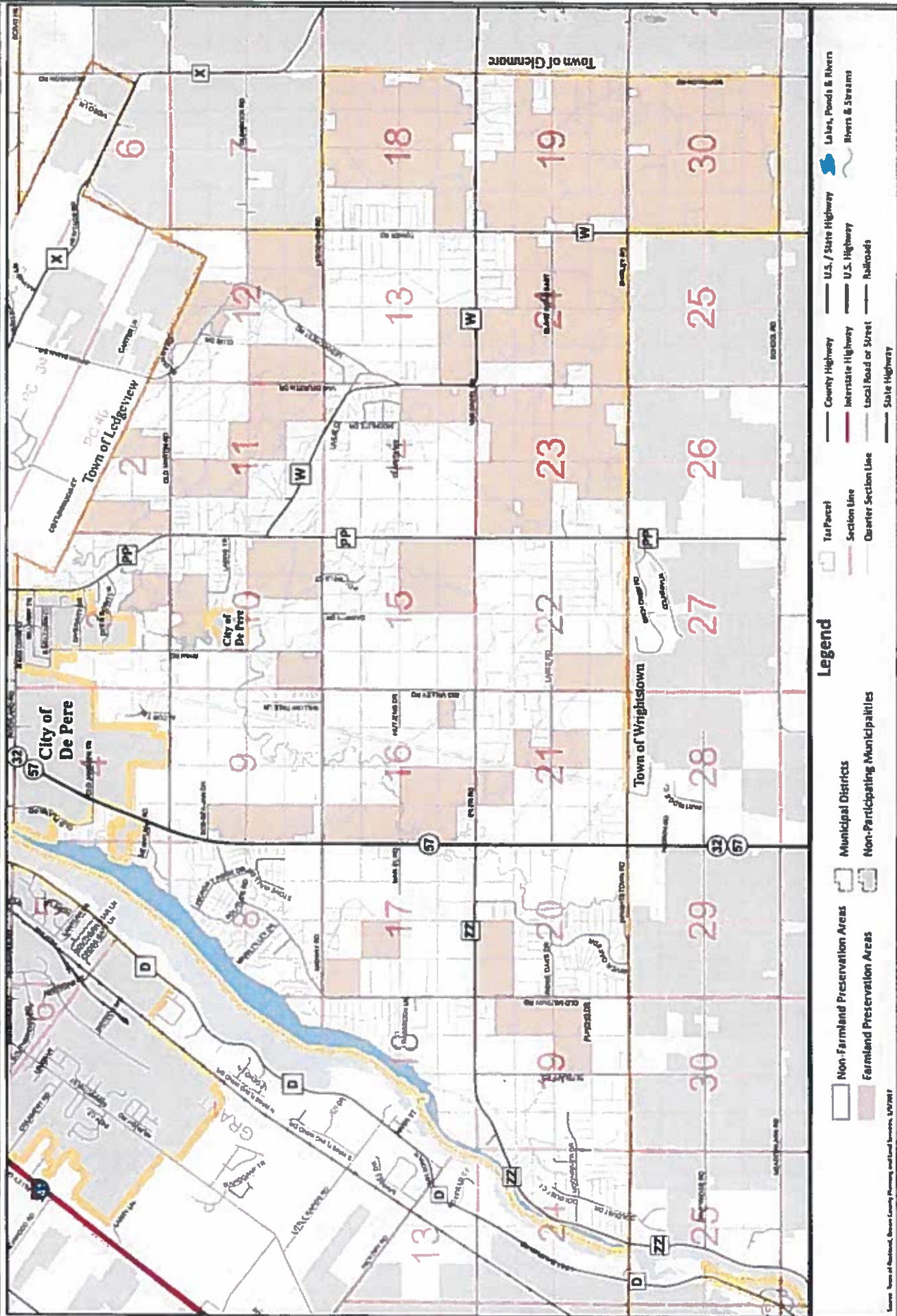
Farmland Preservation Plan Map



Figure 7-40

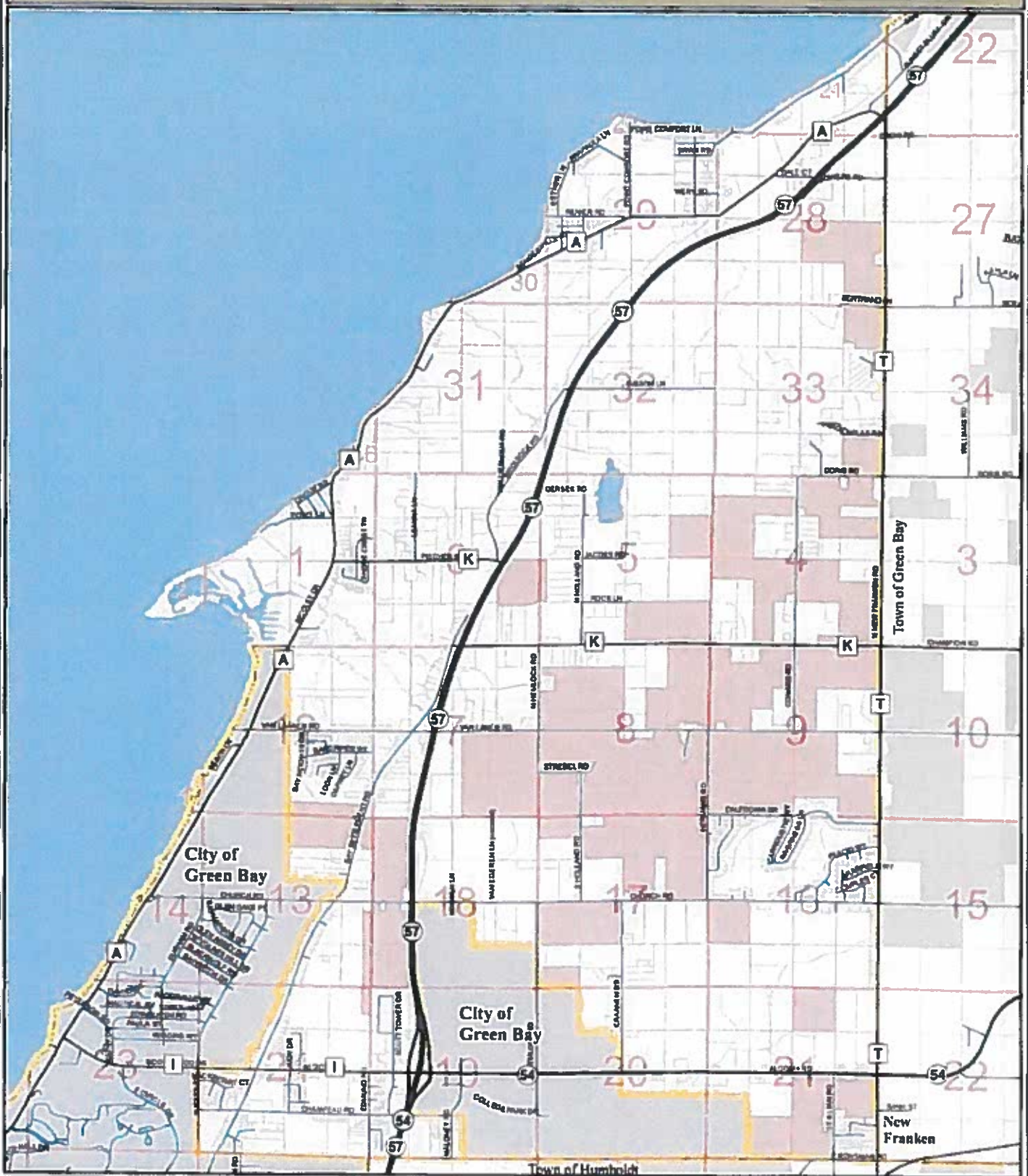
Farmland Preservation Plan Map

Town of Rockland, Brown County, WI



Farmland Preservation Plan Map

Town of Scott, Brown County, WI



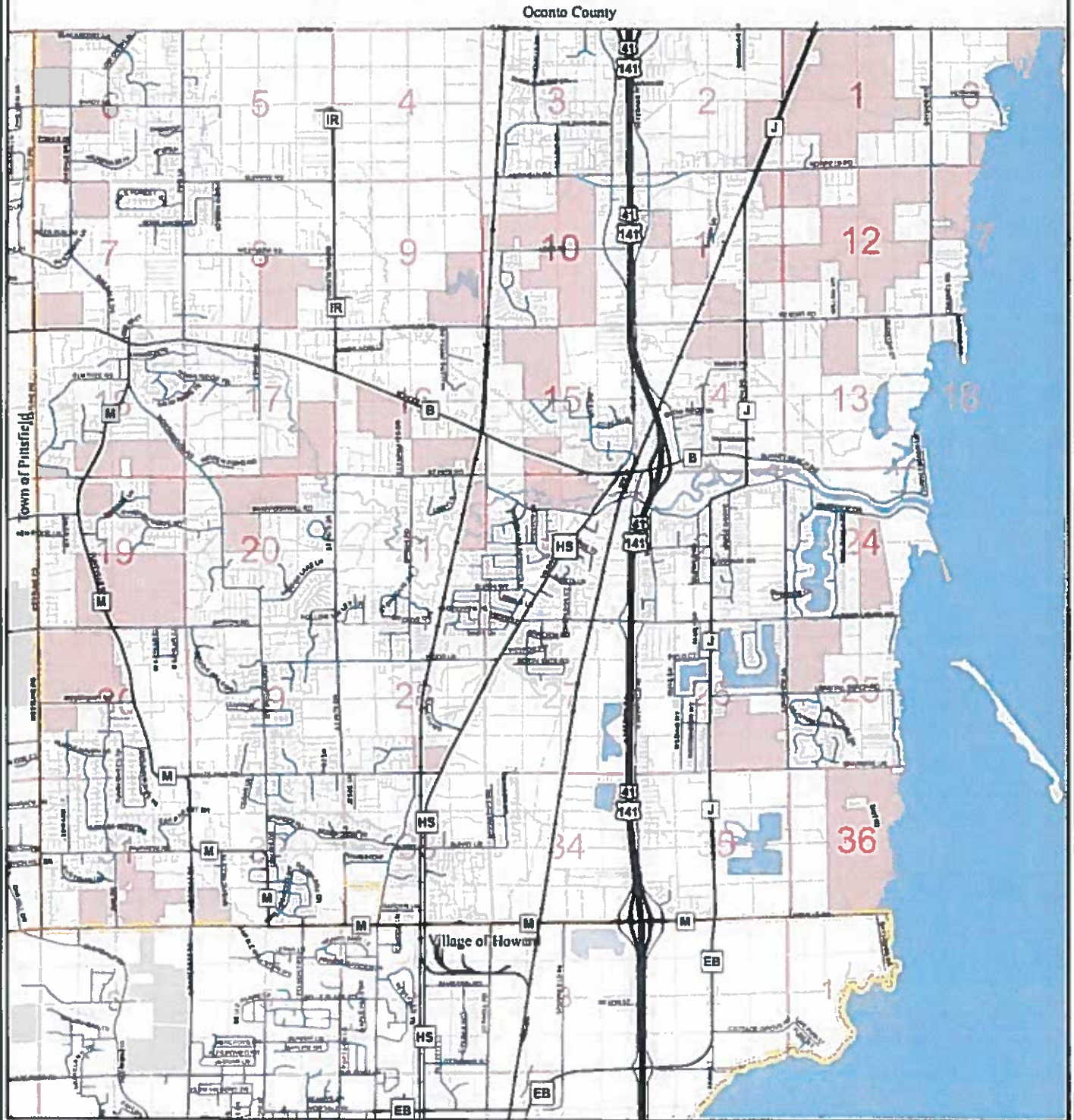
Legend		Municipal Districts	TenParcel	County Highway	U.S. / State Highway	Lakes, Ponds & Rivers
Non-Participating Municipalities	Section Line	Quarter Section Line	Interstate Highway	U.S. Highway	Rivers & Streams	
Non-Farmland Preservation Areas	Farmland Preservation Areas		Local Road or Street	Railroads		
			State Highway			

Source: Town of Scott, Brown County Planning and Land Services, 12/17/2017

Figure 7-42

Farmland Preservation Plan Map

Village of Suamico, Brown County, WI



Legend

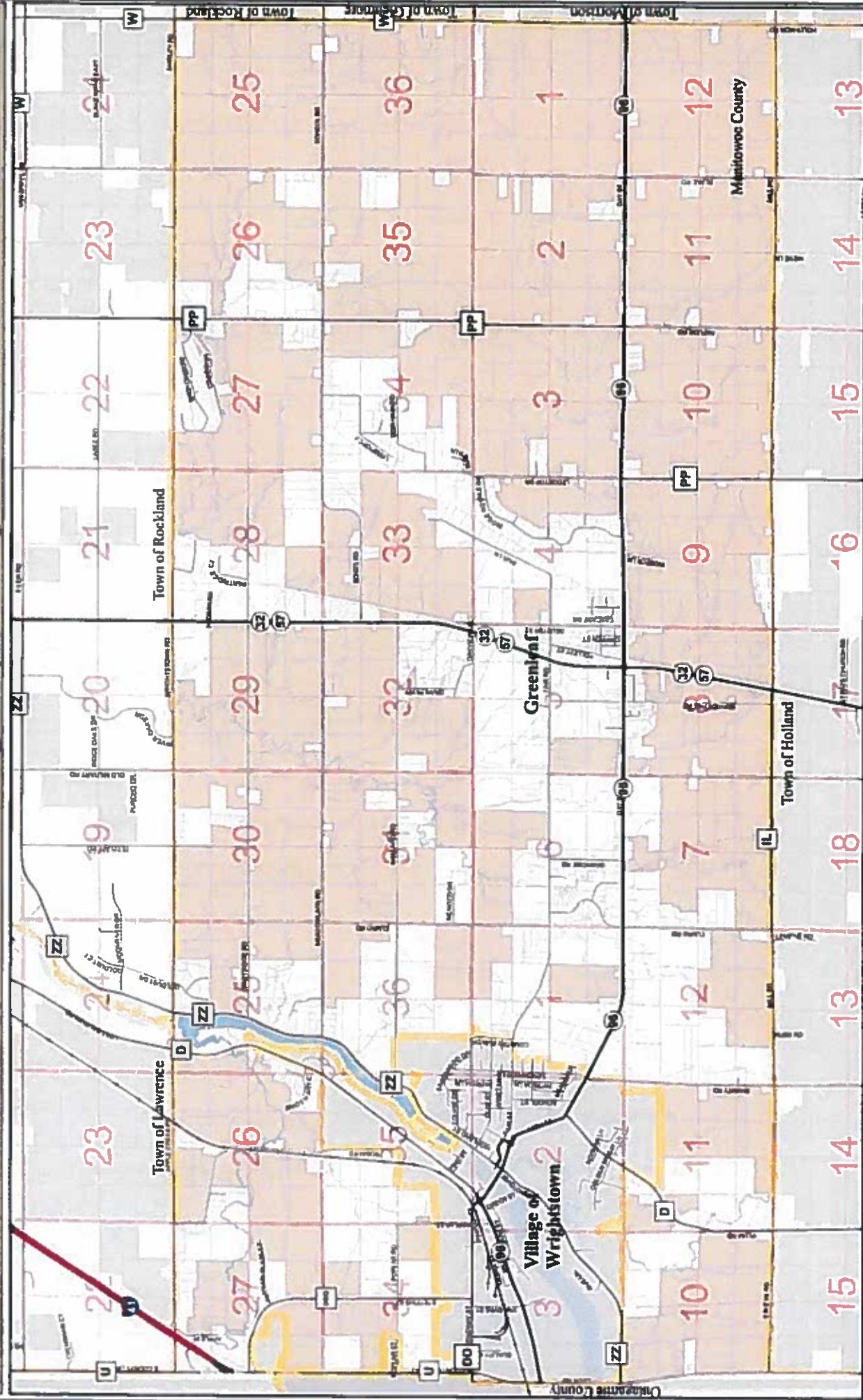
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|---------------------------------|-----------------------------|---------------------|----------------------------------|------------|--------------|----------------------|----------------|--------------------|----------------------|---------------|----------------------|--------------|-----------|-----------------------|------------------|
| Non-Farmland Preservation Areas | Farmland Preservation Areas | Municipal Districts | Non-Participating Municipalities | Tax Parcel | Section Line | Quarter Section Line | County Highway | Interstate Highway | Local Road or Street | State Highway | U.S. / State Highway | U.S. Highway | Railroads | Lakes, Ponds & Rivers | Rivers & Streams |
|---------------------------------|-----------------------------|---------------------|----------------------------------|------------|--------------|----------------------|----------------|--------------------|----------------------|---------------|----------------------|--------------|-----------|-----------------------|------------------|

Source: Village of Suamico, Brown County Planning and Land Services, 1/2010

Figure 7-43

Farmland Preservation Plan Map

Town of Wrightstown, Brown County, WI



- Legend**
- Farmland Preservation Areas
 - Non-Farmland Preservation Areas
 - Municipal Districts
 - Non-Participating Municipalities
 - Tax Parcel
 - Section Line
 - Quarter Section Line
 - County Highway
 - Interstate Highway
 - Local Road or Street
 - State Highway
 - U.S. / State Highway
 - U.S. Highway
 - Railroads
 - Lakes, Ponds & Rivers
 - Rivers & Streams

Types of Land Uses Planned for Farmland Preservation Areas

The identified farmland preservation areas will host land uses consistent with the direction provided in Wisconsin State Statutes Chapter 91, the community's and Brown County's comprehensive plans, and in conformance with the community's locally administered zoning ordinance. In general, local agricultural zones may permit such uses as the following:

- *Crop or forage production.*
- *Keeping of livestock.*
- *Beekeeping.*
- *Nursery, sod, or Christmas tree production.*
- *Floriculture.*
- *Aquaculture.*
- *Fur farming.*
- *Forest management.*
- *Enrolling land in a federal agricultural commodity payment program or a federal or state agricultural land conservation program.*
- *Undeveloped natural resource and open space areas.*
- *Transportation, utility, communication, or other use that is required under state or federal law to be located in a specific place or that is authorized to be located in a specific place under a state or federal law that preempts the requirement of a conditional use permit for that use.*

Agricultural accessory uses such as the following may be permitted:

- *A building, structure, or improvement that is an integral part of, or is incidental to, an agricultural use.*
- *An activity or business operation that is an integral part of, or is incidental to, an agricultural use.*
- *A farm residence.*
- *A home occupation.*

Provided site conditions are appropriate, and the proposed use can meet the requirements under Wisconsin State Statutes Chapter 91 and the local zoning ordinance such agricultural conditional uses such as the following may be permitted:

- *Nonfarm residences.*
- *Nonfarm residential clusters.*
- *Governmental, institutional, religious, or nonprofit community uses.*
- *Nonmetallic mineral extraction.*
- *Oil and gas exploration or production that is licensed by the Wisconsin Department of Natural Resources.*

Ensure Identified Farmland Preservation Areas are Consistent with the Comprehensive Plan

As stated previously, the Brown County Farmland Preservation Plan and map is a cooperative effort among Brown County and its local units of government. Since the 2012 Farmland Preservation Plan, each participating local unit of government includes a farmland preservation plan map within their comprehensive plans as they are updated. Additionally, text is added to the local comprehensive plans describing the intensive agricultural areas and noting that where there are any conflicts between the future land use map and the intensive agricultural area map, the intensive agricultural area map is the one to be followed.

This Farmland Preservation Plan Update also serves as the Agricultural Chapter for the Brown County Comprehensive Plan Update, anticipated to be completed in 2017. Therefore it is important to note that the Farmland Preservation Plan Map will be followed if there is a conflict with the County's Future Land Use Map. Therefore, the identified Brown County Farmland Preservation areas are consistent with the local communities' comprehensive plans and Brown County Comprehensive Plan.

Following certification of the Brown County Farmland Preservation Plan by DATCP and approval by the Brown County Board of Supervisors, each community participating in the Wisconsin Working Lands Initiative will need to revise their local zoning maps to be consistent with the Brown County Farmland Preservation Plan, if there are any differences.

**APPENDIX A: WISCONSIN DEPARTMENT OF AGRICULTURE, TRADE,
AND CONSUMER PROTECTION CERTIFICATION**

Brown County - Planning
Budget Status Report
March 31, 2017

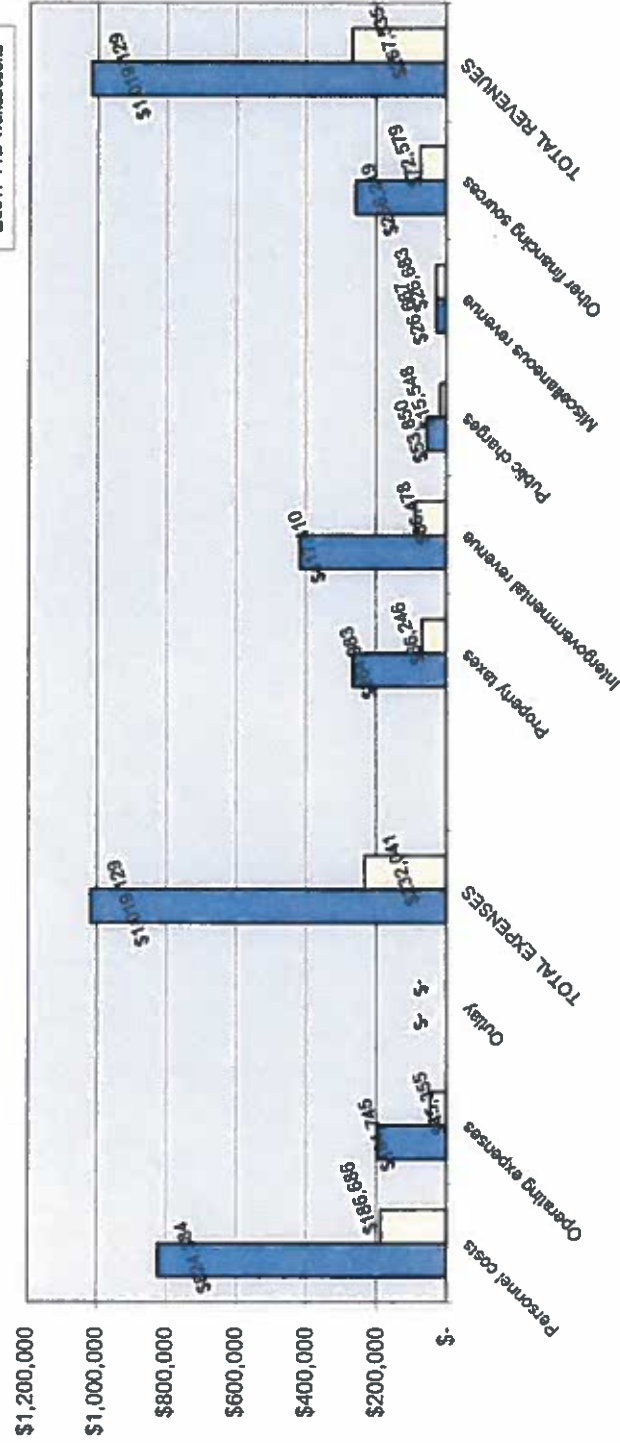
	2017 Amended	2017 YTD	2016 Amended	2016 YTD
	Budget	Transactions	Budget	Transactions
Personnel costs	\$ 824,384	\$ 186,686	\$ 806,918	\$ 186,971
Operating expenses	\$ 194,745	\$ 45,355	\$ 181,401	\$ 42,956
Outlay	\$ -	\$ -	\$ -	\$ -
TOTAL EXPENSES	\$ 1,019,129	\$ 232,041	\$ 988,319	\$ 239,927
Property taxes	\$ 264,983	\$ 66,246	\$ 306,838	\$ 76,709
Intergovernmental revenue	\$ 417,410	\$ 86,478	\$ 388,650	\$ 107,678
Public charges	\$ 53,850	\$ 15,548	\$ 40,760	\$ 7,994
Miscellaneous revenue	\$ 26,667	\$ 26,663	\$ 46,667	\$ 26,717
Other financing sources	\$ 256,219	\$ 72,578	\$ 197,404	\$ 49,307
TOTAL REVENUES	\$ 1,019,129	\$ 267,535	\$ 988,319	\$ 288,406

HIGHLIGHTS:

Expenditures: All categories are progressing as anticipated.

Revenues: All categories are at or near expectations.

Planning - March 31, 2017 - Unaudited



Brown County - Property Listing
Budget Status Report
March 31, 2017

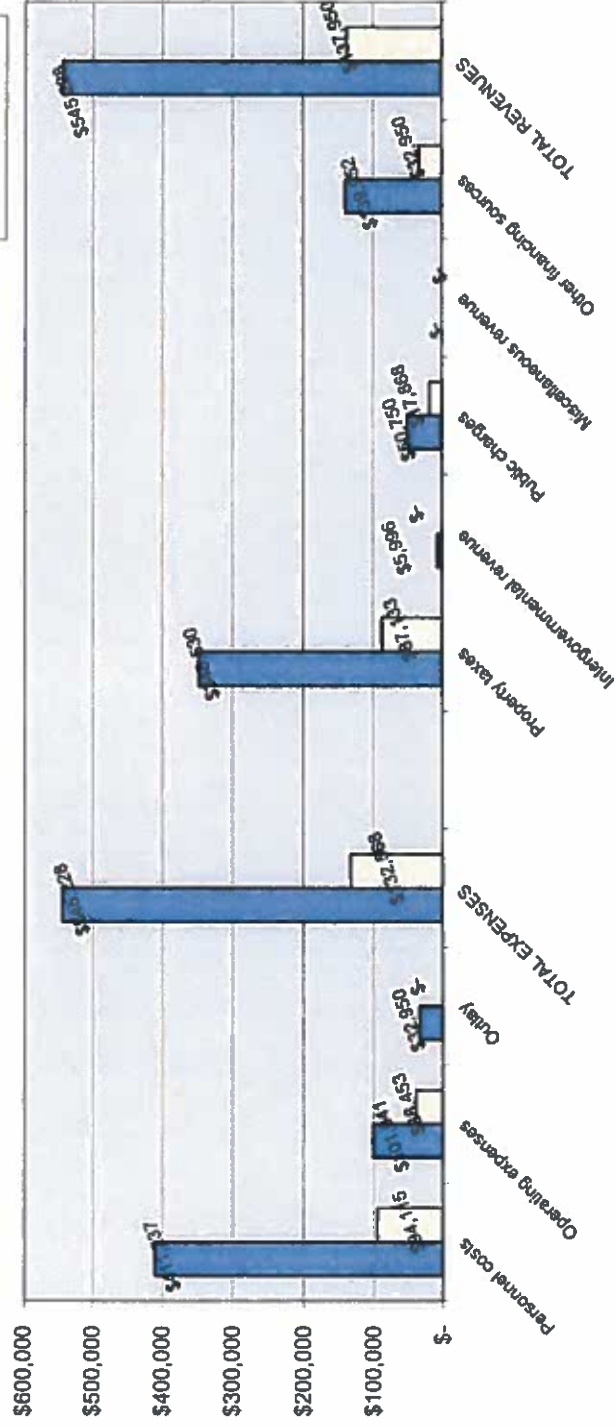
	2017 Amended		2017 YTD			2016 Amended		2016 YTD	
	Budget	Transactions	Budget	Transactions		Budget	Transactions	Budget	Transactions
Personnel costs	\$ 411,237	\$ 94,115	Personnel costs			\$ 417,131	\$ 77,534		
Operating expenses	\$ 101,041	\$ 38,453	Operating expenses			\$ 98,201	\$ 36,278		
Outlay	\$ 32,950	\$ -	Outlay			\$ 32,950	\$ -		
TOTAL EXPENSES	\$ 545,228	\$ 132,568	TOTAL EXPENSES			\$ 549,282	\$ 113,812		
Property taxes	\$ 348,530	\$ 87,133	Property taxes			\$ 362,235	\$ 90,559		
Intergovernmental revenue	\$ 5,996	\$ -	Intergovernmental revenue			\$ 12,000	\$ -		
Public charges	\$ 50,750	\$ 17,868	Public charges			\$ 60,750	\$ 7,515		
Miscellaneous revenue	\$ -	\$ -	Miscellaneous revenue			\$ -	\$ -		
Other financing sources	\$ 139,952	\$ 32,950	Other financing sources			\$ 114,287	\$ 41,565		
TOTAL REVENUES	\$ 545,228	\$ 137,950	TOTAL REVENUES			\$ 549,282	\$ 139,639		

HIGHLIGHTS:

Expenditures: All expenditures are within anticipated levels.

Revenues: All revenues are progressing as anticipated.

Property Listing - March 31, 2017 - Unaudited



**Brown County - Zoning
Budget Status Report
March 31, 2017**

	2017 Amended	2017 YTD	2016 Amended	2016 YTD
	Budget	Transactions	Budget	Transactions
Personnel costs	\$ 276,608	\$ 62,257	\$ 269,511	\$ 65,310
Operating expenses	\$ 149,690	\$ 19,099	\$ 147,268	\$ 16,750
Outlay	\$ -	\$ -	\$ -	\$ -
TOTAL EXPENSES	\$ 426,298	\$ 81,357	\$ 416,779	\$ 82,060
Property taxes	\$ -	\$ -	\$ -	\$ -
Intergovernmental revenue	\$ 87,292	\$ -	\$ 86,044	\$ -
Public charges	\$ 334,532	\$ 213,529	\$ 326,851	\$ 196,690
Miscellaneous revenue	\$ -	\$ -	\$ 500	\$ -
Other financing sources	\$ 4,475	\$ -	\$ 3,384	\$ -
TOTAL REVENUES	\$ 426,298	\$ 213,529	\$ 416,779	\$ 196,690

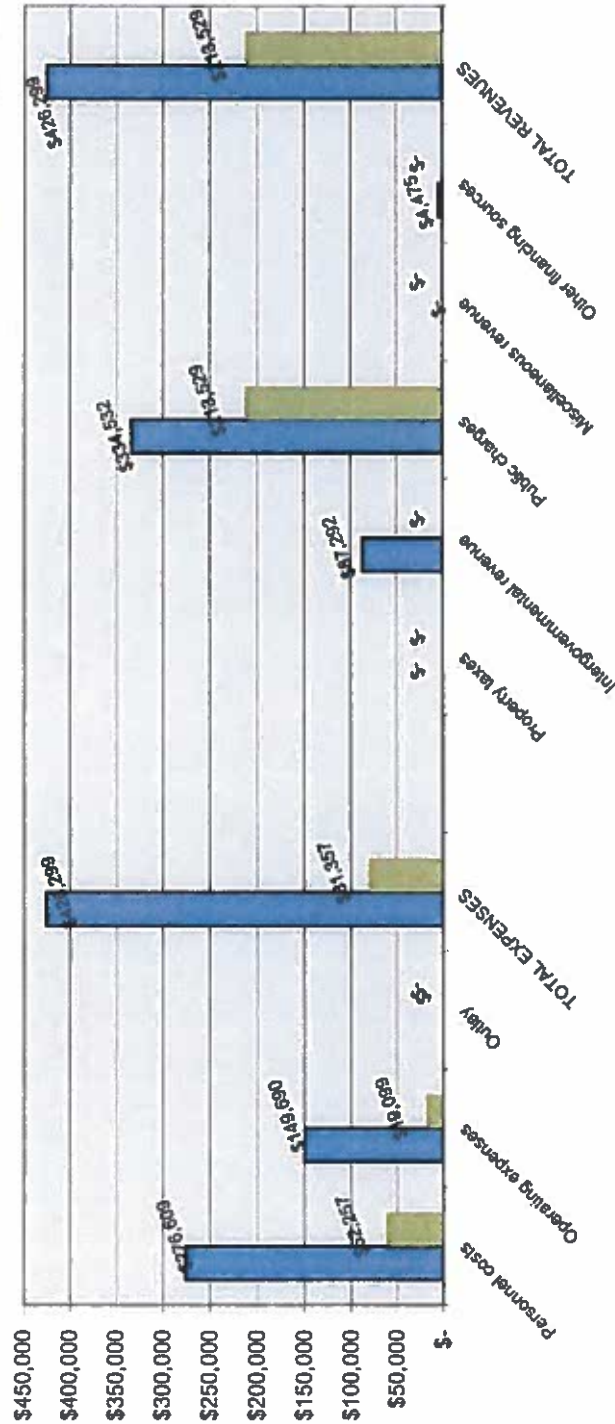
HIGHLIGHTS:

Expenditures: All categories are progressing as anticipated.

Revenues: Public charges for P.O.W.T.S. program are progressing as planned.

Zoning - March 31, 2017 - Unaudited

■ 2017 Amended Budget
■ 2017 YTD Transactions

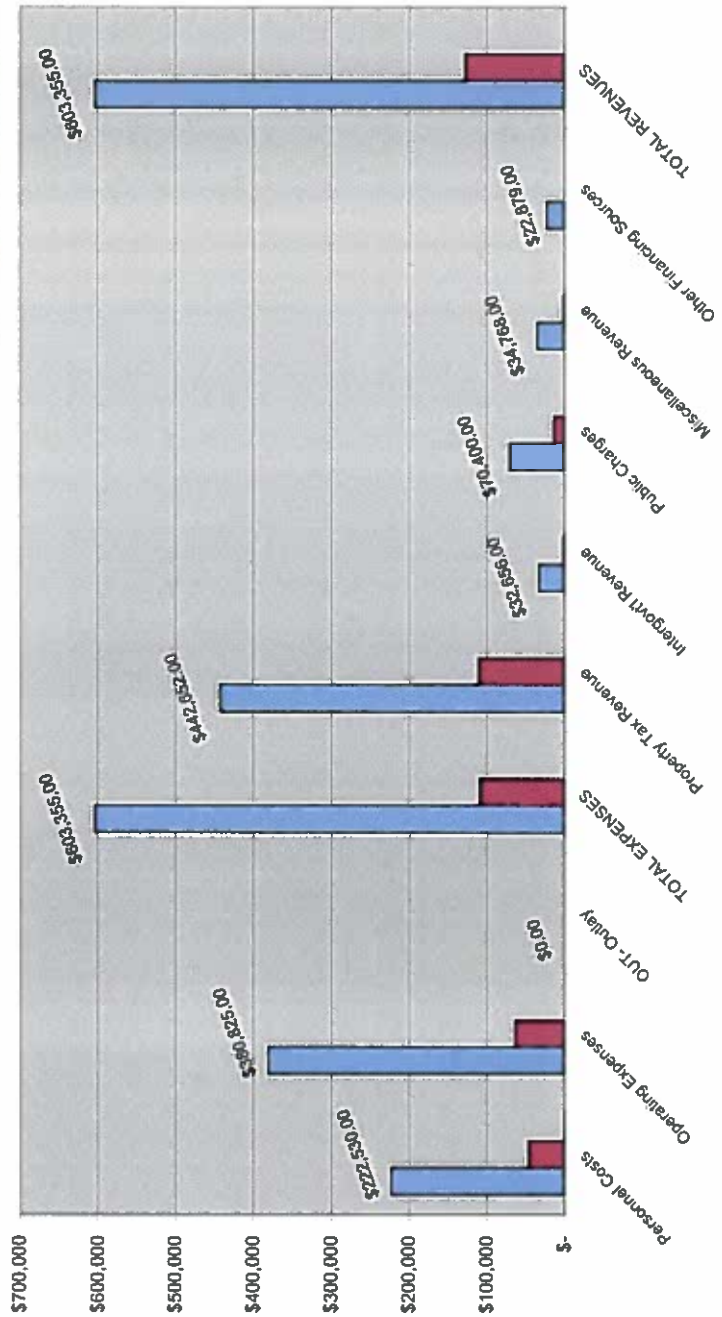


Brown County UW-Extension

March 31, 2017

	2017 Amended Budget	2017 YTD Transactions	2016 Amended Budget	2016 YTD Transactions
Personnel Costs	\$222,530.00	\$45,893.38	\$260,372.00	\$218,391.55
Operating Expenses	\$380,825.00	\$62,923.46	\$383.99	\$385,481.72
OUT- Outlay	\$0.00	\$0.00	\$25,000.00	\$30,771.00
TOTAL EXPENSES	\$603,355.00	\$108,816.84	\$675,460.00	\$634,644.27
Property Tax Revenue	\$442,652.00	\$110,663.01	\$427,768.00	\$427,768.00
Intergov't Revenue	\$32,656.00	\$1,613.29	\$61,604.00	\$63,482.28
Public Charges	\$70,400.00	\$13,652.96	\$80,849.00	\$54,979.93
Miscellaneous Revenue	\$34,768.00	\$1,460.50	\$43,506.00	\$31,226.40
Other Financing Sources	\$22,879.00	\$0.00	\$61,733.00	\$56,774.29
TOTAL REVENUES	\$603,355.00	\$127,389.73	\$675,460.00	\$634,230.27

UW-Extension March 31, 2017



BUDGET ADJUSTMENT REQUEST

CategoryApproval Level

- ☐ 1 Reallocation from one account to another in the same level of appropriation Dept Head
- ☐ 2 Reallocation due to a technical correction that could include:
 • Reallocation to another account strictly for tracking or accounting purposes
 • Allocation of budgeted prior year grant not completed in the prior year Director of Admin
- ☐ 3 Any change in any item within the Outlay account which does not require the reallocation of funds from another level of appropriation County Exec
- ☐ 4 Any change in appropriation from an official action taken by the County Board (i.e. resolution, ordinance change, etc.) County Exec
- ☐ 5 a) Reallocation of up to 10% of the originally appropriated funds between any levels of appropriation (based on lesser of originally appropriated amounts) Admin Committee
- ☐ 5 b) Reallocation of more than 10% of the funds original appropriated between any of the levels of appropriation. Oversight Comm
2/3 County Board
- ☐ 6 Reallocation between two or more departments, regardless of amount Oversight Comm
2/3 County Board
- ☒ 7 Any increase in expenses with an offsetting increase in revenue Oversight Comm
2/3 County Board
- ☐ 8 Any allocation from a department's fund balance Oversight Comm
2/3 County Board
- ☐ 9 Any allocation from the County's General Fund Oversight Comm
Admin Committee
2/3 County Board

Justification for Budget Change:****2017****

1. UW-Extension has received funding from National Wildlife Federation to put together an outreach plan that would highlight the benefits of implementing conservation practices, the successes that our producers have had with these practices, and address the efforts that have not worked. We want producers in the Fox River Basin to understand the importance of these practices and the benefits they stand to gain by implementing them on their land.

Budget Impact \$9,975

Increase	Decrease	Account #	Account Title	Amount
<input checked="" type="checkbox"/>	<input type="checkbox"/>	100.083.001.5700	Contracted Services	\$6,000
<input checked="" type="checkbox"/>	<input type="checkbox"/>	100.083.001.5300	Supplies	\$1,475
<input checked="" type="checkbox"/>	<input type="checkbox"/>	100.083.001.5304	Printing	\$1,500
<input checked="" type="checkbox"/>	<input type="checkbox"/>	100.083.001.5601.400	Intra-county expense Copy Center	\$1,000
<input checked="" type="checkbox"/>	<input type="checkbox"/>	100.083.001.4309	Other Grant Revenue	\$9,975

AUTHORIZATIONS

Judy Knudsen
 Signature of Department Head

Department: UW ExtensionDate: 3/28/17

[Signature]
 Signature of DOA or Executive
 Date: 3/31/17

BUDGET ADJUSTMENT REQUEST

CategoryApproval Level

- ☐ 1 Reallocation from one account to another in the same level of appropriation Dept Head
- ☐ 2 Reallocation due to a technical correction that could include: Director of Admin
- Reallocation to another account strictly for tracking or accounting purposes
 - Allocation of budgeted prior year grant not completed in the prior year
- ☐ 3 Any change in any item within the Outlay account which does not require the reallocation of funds from another level of appropriation County Exec
- ☐ 4 Any change in appropriation from an official action taken by the County Board (i.e. resolution, ordinance change, etc.) County Exec
- ☐ 5 a) Reallocation of up to 10% of the originally appropriated funds between any levels of appropriation (based on lesser of originally appropriated amounts) Admin Committee
- ☐ 5 b) Reallocation of more than 10% of the funds original appropriated between any of the levels of appropriation. Oversight Comm
2/3 County Board
- ☐ 6 Reallocation between two or more departments, regardless of amount Oversight Comm
2/3 County Board
- ☒ 7 Any increase in expenses with an offsetting increase in revenue Oversight Comm
2/3 County Board
- ☐ 8 Any allocation from a department's fund balance Oversight Comm
2/3 County Board
- ☐ 9 Any allocation from the County's General Fund Oversight Comm
Admin Committee
2/3 County Board

Justification for Budget Change:

This budget adjustment is for the partial use of the proceeds from the sale of the UW-Extension building (Resolution 10e dated March 15, 2017) to be used for the relocation costs of the UW-Extension, Parks Department, and Land and Water Conservation Department to their temporary locations. The balance of the UW-Extension building sale proceeds will remain in the BC Research & Business Park fund for a use to be approved in the future.

Budget Impact: One-time Relocation Costs - \$30,572

Increase	Decrease	Account #	Account Title	Amount
<input checked="" type="checkbox"/>	<input type="checkbox"/>	460.066.001.4190	Disposition of Fixed Assets	650,000
<input checked="" type="checkbox"/>	<input type="checkbox"/>	460.066.001.5700	Contracted Services	30,572
<input checked="" type="checkbox"/>	<input type="checkbox"/>	460.3400.100	BC Research & Business Park Fund Balance	619,428

AUTHORIZATIONS

Judy Knudsen

Signature of Department Head

Department: UW-Extension

Date: 4/14/17

[Signature]

Signature of BOA or Executive

Date: 4/17/17

BUDGET ADJUSTMENT REQUEST

CategoryApproval Level

- | | | |
|---------------------------------------|--|---|
| <input type="checkbox"/> 1 | Reallocation from one account to another in the same level of appropriation | Dept Head |
| <input type="checkbox"/> 2 | Reallocation due to a technical correction that could include: <ul style="list-style-type: none"> • Reallocation to another account strictly for tracking or accounting purposes • Allocation of budgeted prior year grant not completed in the prior year | Director of Admin |
| <input type="checkbox"/> 3 | Any change in any item within the Outlay account which does not require the reallocation of funds from another level of appropriation | County Exec |
| <input type="checkbox"/> 4 | Any change in appropriation from an official action taken by the County Board (i.e. resolution, ordinance change, etc.) | County Exec |
| <input type="checkbox"/> 5 a) | Reallocation of <u>up to 10%</u> of the originally appropriated funds between any levels of appropriation (based on lesser of originally appropriated amounts) | Admin Committee |
| <input type="checkbox"/> 5 b) | Reallocation of <u>more than 10%</u> of the funds original appropriated between any of the levels of appropriation. | Oversight Comm
2/3 County Board |
| <input type="checkbox"/> 6 | Reallocation between two or more departments, regardless of amount | Oversight Comm
2/3 County Board |
| <input type="checkbox"/> 7 | Any increase in expenses with an offsetting increase in revenue | Oversight Comm
2/3 County Board |
| <input checked="" type="checkbox"/> 8 | Any allocation from a department's fund balance | Oversight Comm
2/3 County Board |
| <input type="checkbox"/> 9 | Any allocation from the County's General Fund | Oversight Comm
Admin Committee
2/3 County Board |

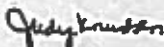
Justification for Budget Change:

This budget adjustment is to reallocate building operating cost savings after the sale of the UW-Extension building to and to approve the lease of UW-Green Bay office space for the Land & Water Conservation Department and UW-Extension and additional security expense associated with UW-Extension offices located at the Neville Public Museum.

Budget Impact: Approval of Office Space Lease - \$19,515; Extension of Museum Hours - \$3,033

Increase	Decrease	Account #	Account Title	Amount
<input type="checkbox"/>	<input checked="" type="checkbox"/>	100.054.038.5501	Electric	2,636
<input type="checkbox"/>	<input checked="" type="checkbox"/>	100.054.038.5503	Water & Sewer	2,087
<input type="checkbox"/>	<input checked="" type="checkbox"/>	100.054.038.5700	Contracted Svcs	9,868
<input type="checkbox"/>	<input checked="" type="checkbox"/>	100.054.038.034.5100	Maintenance Wages	5,409
<input type="checkbox"/>	<input checked="" type="checkbox"/>	100.054.038.033.5100	Housekeeping Wages	2,548
<input checked="" type="checkbox"/>	<input type="checkbox"/>	100.054.038.5320.200	Rental Space	19,515
<input checked="" type="checkbox"/>	<input type="checkbox"/>	100.054.038.5704	Extend Museum Hours	3,033

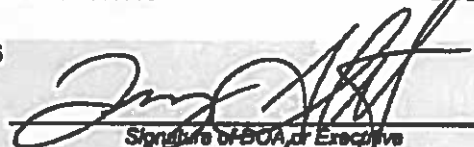
AUTHORIZATIONS



Signature of Department Head

Department: UW Extension Public Works

Date: April 10, 2017



Signature of BOA or Executive

Date: 4/17/17

BUDGET ADJUSTMENT REQUEST

CategoryApproval Level

- | | | |
|---------------------------------------|--|---|
| <input type="checkbox"/> 1 | Reallocation from one account to another in the same level of appropriation | Dept Head |
| <input type="checkbox"/> 2 | Reallocation due to a technical correction that could include: <ul style="list-style-type: none"> • Reallocation to another account strictly for tracking or accounting purposes • Allocation of budgeted prior year grant not completed in the prior year | Director of Admin |
| <input type="checkbox"/> 3 | Any change in any item within the Outlay account which does not require the reallocation of funds from another level of appropriation | County Exec |
| <input type="checkbox"/> 4 | Any change in appropriation from an official action taken by the County Board (i.e. resolution, ordinance change, etc.) | County Exec |
| <input type="checkbox"/> 5 a) | Reallocation of <u>up to 10%</u> of the originally appropriated funds between any levels of appropriation (based on lesser of originally appropriated amounts) | Admin Committee |
| <input type="checkbox"/> 5 b) | Reallocation of <u>more than 10%</u> of the funds original appropriated between any of the levels of appropriation. | Oversight Comm
2/3 County Board |
| <input type="checkbox"/> 6 | Reallocation between two or more departments, regardless of amount | Oversight Comm
2/3 County Board |
| <input checked="" type="checkbox"/> 7 | Any increase in expenses with an offsetting increase in revenue | Oversight Comm
2/3 County Board |
| <input type="checkbox"/> 8 | Any allocation from a department's fund balance | Oversight Comm
2/3 County Board |
| <input type="checkbox"/> 9 | Any allocation from the County's General Fund | Oversight Comm
Admin Committee
2/3 County Board |

Justification for Budget Change:****2017****

UW-Extension has received funding from the Green Bay Packers for garden-focused activities that promote community health, connections, sustainability and growth by empowering diverse community members to grow food both for themselves and for the larger community.

Budget Impact \$25,000

Increase	Decrease	Account #	Account Title	Amount
<input checked="" type="checkbox"/>	<input type="checkbox"/>	100.083.001.4901	Donations	\$25,000
<input checked="" type="checkbox"/>	<input type="checkbox"/>	100.083.001.5300	Supplies	\$25,000

AUTHORIZATIONS

Judy Knudsen
Signature of Department Head

Department: UW Extension

Date: 4/18/17

[Signature]
Signature of DCA or Executive

Date: 4/18/17

TO THE HONORABLE CHAIRMAN AND MEMBERS
OF THE BROWN COUNTY BOARD OF SUPERVISORS

Ladies and Gentlemen:

2016 BALANCED BUDGET ADJUSTMENT

WHEREAS, certain surpluses, overdrafts and shortfalls have developed in various departmental budgets for 2016; and

WHEREAS, these surpluses, overdrafts and shortfalls are the result of the following:

- **Clerk of Courts**

- Public charges and fees – These revenue accounts had a net deficit of (\$112,513), which was 10.6% below the budgeted amounts.
- Fines and forfeitures – These revenue accounts had a net surplus of \$64,934, which was 10.1% above the budgeted amounts.
- All other accounts had a net deficit of (\$13,065),

Resulting in an appropriation needed of \$60,644.

- **Medical Examiner**

- Professional services – This expense account had a net deficit of (\$221,302), which was 54.5% above the budgeted amounts.
- Wages and benefits – These expense accounts had a net deficit of (\$41,925), which was 15.1% above the budgeted amounts.
- Revenues – Revenues in total were \$6,571 above the budgeted amounts, which was only 0.7% above the budgeted amounts.
- All other expense accounts had a net surplus of \$55,952,

Resulting in an appropriation needed of \$200,704.

- **Museum**

- Public charges for services – These revenue accounts had a net deficit of (\$43,712), which was 25.4% below budgeted amounts.
- All other accounts had a net surplus of \$25,181,

Resulting in an appropriation needed of \$18,531.

- **Treasurer**

- Property tax interest and penalties – These revenue accounts had a net deficit of (\$333,869), which was 23.8% below budgeted amounts.
- Investment interest and market adjustments -- These revenue accounts had a net deficit of (\$264,303), which was 34.6% below budgeted amounts
- Tax deed related items – These revenues and expense accounts have a net surplus of \$24,554 as compared to budgeted amounts.

- Ag use conversion penalty – This revenue account has a surplus of \$35,752, which is 143.0% above budgeted amounts.
- All other accounts had a net deficit of (\$1,591),

Resulting in an appropriation needed of \$539,457.

- **UW Extension**

- The departmental deficit is (\$413), which is only 0.10% of the property tax levy for the department. No further analysis was completed related to the net deficit,

Resulting in an appropriation needed of \$413.

- **Community Programs**

- Expenses were (\$649,680) over budget, primarily due to increased mental health in-patient services for children, adolescents and adults, and higher than expected placements in foster care.
- Revenues were \$2,128,892 over budget, primarily due to higher than expected provider audit refunds, a favorable WI Medicaid Cost Reporting (WIMCR) settlement, and significantly higher case management and service revenues associated with mental health services for a net departmental surplus of \$1,479,212
- After taking the County Board action of 01-18-2017 into account to commit \$75,000 of fund balance for the 2017 budget, a total of \$630,805 remains available in fund balance for subsequent years expenditures,

Resulting in an appropriation needed of zero.

- **Community Treatment Center**

- Expenses were \$182,048 under budget, primarily due to staffing costs less than anticipated after previous budget adjustment based on higher than expected census in the hospital and Community Based Residential Facility (CBRF).
- Revenues were (\$1,049,781) under budget, primarily due to a prior year billing correction by the WI Department of Health Services, a revised fee structure for the CBRF, and an increased number of consumers without adequate funding in the hospital, for a net departmental deficit of (\$867,733).
- Including future year pension activity, Community Treatment Center has an unrestricted fund equity balance of \$909,383,

Resulting in an appropriation needed of \$867,733; and

WHEREAS, it is necessary to make appropriations to cover these various departmental deficits in order to balance these budgets for the past year; and

WHEREAS, the County Board increased the Sheriff's budget levy by \$616,445 in 2016, and by \$890,344 in 2017, and the Sheriff currently has a budget of \$38,640,767; and

WHEREAS, the Sheriff indicates there remains a need for an additional \$8,500 in his 2016 budget for squad camera purchases.

NOW, THEREFORE, BE IT RESOLVED by the Brown County Board of Supervisors that there be appropriated from the General Fund and placed in the 2016 departmental budget the following amounts:

<u>Department</u>	<u>Amount</u>
Clerk of Circuit Court	\$ 60,644
Medical Examiner	\$ 200,704
Museum	\$ 18,531
UW Extension	\$ 413; and

BE IT FURTHER RESOLVED by the Brown County Board of Supervisors that the following department recognized a shortfall in its appropriation to the General Fund in 2016:

<u>Department</u>	<u>Amount</u>
Treasurer	\$539,457; and

BE IT FURTHER RESOLVED by the Brown County Board of Supervisors that there be appropriated from the Community Treatment Center fund and placed in the 2016 departmental budget the following amount:

<u>Department/Fund</u>	<u>Amount</u>
Community Treatment Center	\$867,733; and

BE IT FURTHER RESOLVED by the Brown County Board of Supervisors that the amount of \$8,500 shall be transferred from the General Fund Unassigned Fund Balance and shall increase the Sheriff's Office 2017 budget by \$8,500 for squad camera purchases.

<u>Department/Fund</u>	<u>Amount</u>
Sheriff	\$8,500

Respectfully submitted,

ADMINISTRATION COMMITTEE
EDUCATION & RECREATION
COMMITTEE
EXECUTIVE COMMITTEE
HUMAN SERVICES COMMITTEE
PLANNING, DEVELOPMENT &
TRANSPORTATION COMMITTEE
PUBLIC SAFETY COMMITTEE

Approved By:

Troy Streckenbach,
COUNTY EXECUTIVE

Date Signed: _____

Authored by: Administration

Final Draft Approved by Corporation Counsel

Fiscal Note: This Resolution requires an appropriation from the General Fund as outlined in the resolution. As of 4-14-2017, the General Fund decreased from 2015 to 2016 by \$512,756 (unaudited). The Unassigned General Fund Balance as of the same date is \$24,503,429 (unaudited), so sufficient funds are available to transfer to the Sheriff's Office.

BOARD OF SUPERVISORS ROLL CALL # _____

Motion made by Supervisor _____

Seconded by Supervisor _____

SUPERVISORS	DIST. #	AYES	NAYS	ABSTAIN	EXCUSED
SIEBER	1				
DE WANE	2				
NICHOLSON	3				
HOYER	4				
GRUSZYNSKI	5				
LEFEBVRE	6				
ERICKSON	7				
ZIMA	8				
EVANS	9				
VANDER LEESE	10				
BUCKLEY	11				
LANDWEHR	12				
DANTINNE, JR	13				

SUPERVISORS	DIST. #	AYES	NAYS	ABSTAIN	EXCUSED
BRUSKY	14				
BALLARD	15				
KASTER	16				
VAN DYCK	17				
LINSSEN	18				
KNEISZEL	19				
CLANCY	20				
CAMPBELL	21				
MOYNIHAN, JR.	22				
BLOM	23				
SCHADEWALD	24				
LUND	25				
BECKER	26				

Total Votes Cast _____

Motion: Adopted _____ Defeated _____ Tabled _____

RESOLUTION/ORDINANCE SUBMISSION TO COUNTY BOARD

DATE: April 18, 2017
REQUEST TO: Administration, Education & Recreation, Executive, Human Services, Planning, Development & Transportation, Public Safety Committee
MEETING DATES: May 3, April 27, May 8, April 26, April 24, and May 3, 2017
REQUEST FROM: Chad Weininger
Department of Administration Director
REQUEST TYPE: ☒ New resolution ☐ Revision to resolution
☐ New ordinance ☐ Revision to ordinance

TITLE: 2016 Budget Overdraft and Shortfall Appropriations

ISSUE/BACKGROUND INFORMATION:

Attached is the resolution to appropriate additional funds for 2016 departmental budgetary shortfall.

- The following departments require additional appropriations from the General Fund to cover the deficits.
 - Clerk of Circuit Court
 - Medical Examiner
 - Museum
 - UW Extension
- The County Treasurer will recognize a shortfall in appropriations to the General Fund.
- Community Treatment Center requires an additional appropriation from its respective fund balance to cover the deficit.
- The Sheriff's department needs an additional \$8,500 to complete a 2016 project.

ACTION REQUESTED:

Please approve the attached resolution to authorize additional appropriations for 2016 overdrafts and shortfalls.

FISCAL IMPACT:

NOTE: This fiscal impact portion is initially completed by requestor, but verified by the DOA and updated if necessary.

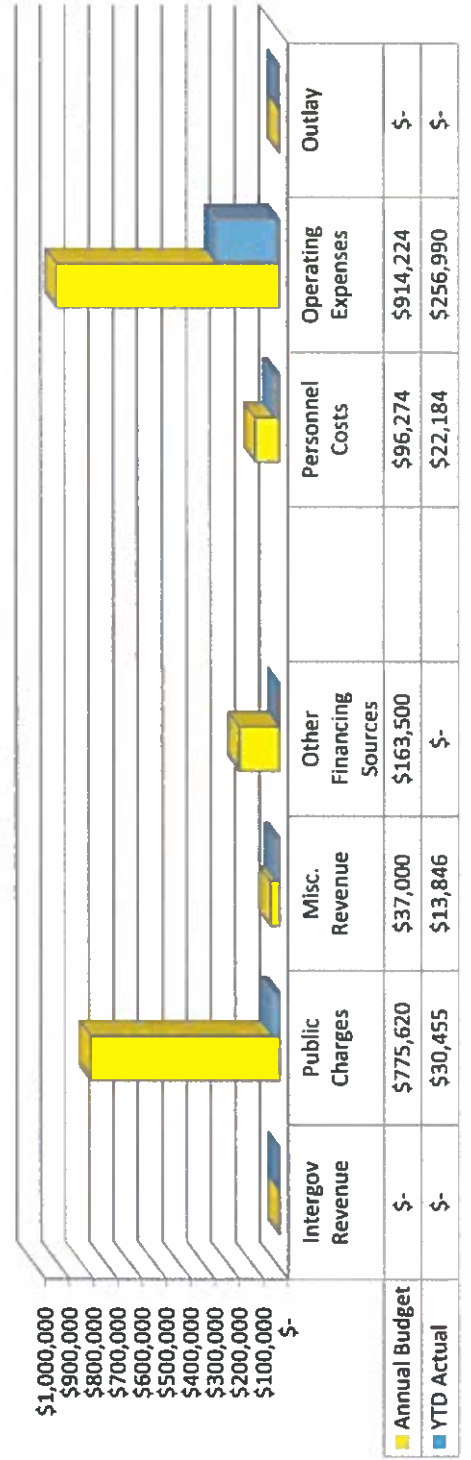
1. Is there a fiscal impact? ☒ Yes ☐ No
 - a. If yes, what is the amount of the impact? See Attached Resolution
 - b. If part of a bigger project, what is the total amount of the project? \$ _____
 - c. Is it currently budgeted? ☐ Yes ☒ No
 1. If yes, in which account? _____
 2. If no, how will the impact be funded? _____

☒ **COPY OF RESOLUTION OR ORDINANCE IS ATTACHED**

Brown County Port & Resource Recovery Department
Port Area Budget Status Report
March 31, 2017

	Annual Budget			YTD		Comments
				Actual	%	
Revenue	Intergov Revenue	\$ -	\$ -	-		The largest budget item under Public charges is dredged material tipping fees. Dredging will occur late summer/early fall. Misc. Revenue is interest earned and includes the market valuation on a specific day. Variation is the change in market value not actual cash value. Other Financing Sources is the transfer in from Harbor 217 (Corps Public Charges) to Port General that will occur as an actual amount upon closure of the fiscal year by Finance. Operating Expenses are on target.
	Public Charges	\$ 775,620	\$ 30,455	4%		
	Misc. Revenue	\$ 37,000	\$ 13,846	37%		
	Other Financing Sources	\$ 163,500	\$ -	0%		
		Total			\$ 44,301.40	
Expenses	Personnel Costs	\$ 96,274	\$ 22,184	23%		
	Operating Expenses	\$ 914,224	\$ 256,990	28%		
	Outlay	\$ -	\$ -	-		
		Total			\$ 279,174.86	

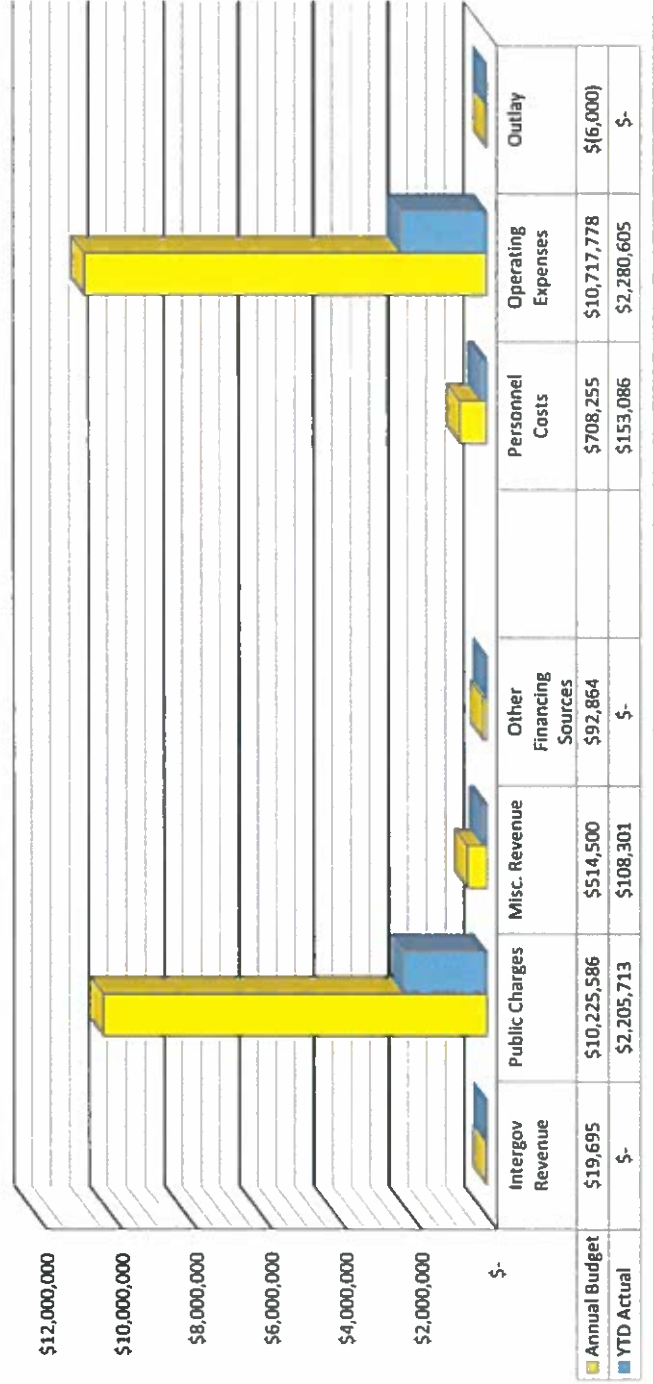
Port - March 31, 2017



**Brown County Port & Resource Recovery Department
Resource Recovery Area Budget Status Report
March 31, 2017**

Revenue	Annual Budget			YTD Actual	YTD %	YTD Total	Comments
Intergov Revenue	\$	19,695	\$	-	0%		
Public Charges	\$	10,225,586	\$	2,205,713	22%		
Misc. Revenue	\$	514,500	\$	108,301	21%		
Other Financing Sources	\$	92,864	\$	-	0%		
						\$ 2,314,014	
Personnel Costs	\$	708,255	\$	153,086	22%		
Operating Expenses	\$	10,717,778	\$	2,280,605	21%		
Outlay	\$	(6,000)	\$	-	-		
						\$ 2,433,691	

Resource Recovery - March 31, 2017



Port and Resource Recovery Department

Director's Report

April 24, 2017

Hurlbut Property – Corporation Counsel has given the City of Green Bay 90 days to negotiate a land lease agreement or plan to vacate the property and continues talking with the City Attorney. The 90 days expired March 31. The Port plans for the property include construction of two dewatering cells are planned for 2020.

South Landfill Property – The Solid Waste Board and staff are working on a property transaction with a local farmer. The transaction would improve the County's ability to provide solid waste management services on the landfill property, reduce compensation to adjacent property owners, and lessen the total acres owned by Brown County.

Staff is also preparing the to bid out the South Landfill agricultural lands and associated farm buildings.

RTS Concrete Floor Replacement Bid – Bids received were in excess of \$200K. After talking with contractors, the bid requirements of performing the concrete work over both the 4th of July and Labor Day weekends resulted in the high bids. Bids were rejected and project will be rebid with the concrete work performed over a consecutive 5-day period. The bid will result is idling the recycling transfer station. Other transfer station options are being analyzed.

Allocation from Operating Funds to Designated Funds – Based on the financial performance of 2016, Department operating cash was \$4.6M as of 12/31/2016. Department budget expenditures are \$11M/year. County Board resolution directs the Department to maintain 10% of budgeted expenditures (\$1.1M) as operating cash. 2017 budget and 2018 budget plans equate to \$1M in capital investment. Total operating cash needs is \$2.1M with \$2.5M of operating cash available for transfer to designated funds. Solid Waste Board and staff recommend the following designated fund transfers. Transfer \$500,000 to the Rate Stabilization fund and \$2M to Capital Replacement fund. The last two year financial performance of the BOW landfill is not indicative of the future performance. The BOW landfill is currently constructing phase 3 and all associated capital costs will affect the financial performance over the next several years.

Outagamie County/FRF – A draft settlement agreement has been received. Staff is optimistic resolution with both Outagamie County and Fox River Fiber will occur in 2017.

Hazardous Material Recovery Facility – Release a RFP for waste management services. Two proposals were received and are being evaluated. Selection will occur in May.

Open Position From Port and Resource Recovery Department

Position	Vacancy Date	Reason for Leaving	Fill or Hold	Unfilled Reason

May 17, 2017

TO: THE HONORABLE CHAIRMAN AND MEMBERS OF THE BROWN
COUNTY BOARD OF SUPERVISORS

Ladies and Gentlemen:

**INITIAL RESOLUTIONS AUTHORIZING THE ISSUANCE OF NOT TO
EXCEED \$9,525,000 GENERAL OBLIGATION CORPORATE PURPOSE
BONDS OF BROWN COUNTY, WISCONSIN IN ONE OR MORE SERIES AT
ONE OR MORE TIMES**

General Obligation Bonds
In an Amount Not to Exceed
\$6,930,000

BE IT RESOLVED, by the County Board of Supervisors of Brown County, Wisconsin, that there shall be issued, pursuant to Chapter 67, Wisconsin Statutes, General Obligation Bonds in an amount not to exceed \$6,808,958 for the purpose of paying the costs of highway improvements, including but not limited to CTH D (Hickory Road to Barrington Drive); CTH D (High Street to Hickory Road); CTH HS (Glendale Avenue to CTH B); CTH J (CTH M to Harbor Lights Road); and CTH Y (Shady Road to Old 29); and up to \$121,042 in associated debt issuance expenses for a total not to exceed \$6,930,000.

BE IT FURTHER RESOLVED, by the Board of Supervisors of Brown County, Wisconsin, that change orders in excess of \$10,000 or 25% of the contract price, whichever is less, for such highway improvement projects shall be submitted to the appropriate oversight committee of the Board of Supervisors of Brown County for prior approval.

Initial Resolution Authorizing
General Obligation Bonds
In an Amount Not to Exceed
\$1,780,000

BE IT RESOLVED by the County Board of Supervisors of Brown County, Wisconsin, that there shall be issued, pursuant to Chapter 67, Wisconsin Statutes, General Obligation Bonds in an amount not to exceed \$1,750,000 for the purpose of paying costs for renovation of the courthouse building, including but not limited to the courthouse dome replacement project, and up to \$30,000 in associated debt issuance expenses for a total not to exceed \$1,780,000.

BE IT FURTHER RESOLVED, by the Board of Supervisors of Brown County, Wisconsin, that change orders in excess of \$10,000 or 25% of the contract price,

whichever is less, for such courthouse renovation project shall be submitted to the appropriate oversight committee of the Board of Supervisors of Brown County for prior approval.

Initial Resolution Authorizing
General Obligation Bonds
In an Amount Not to Exceed
\$815,000

BE IT RESOLVED by the County Board of Supervisors of Brown County, Wisconsin, that there shall be issued, pursuant to Chapter 67, Wisconsin Statutes, General Obligation Bonds in an amount not to exceed \$800,000 for the purpose of paying costs for planning, design and engineering services for the development of the approximately 55,000 gross square foot Brown County STEM Innovation Center, and up to \$15,000 in associated debt issuance expenses for a total not to exceed \$815,000.

BE IT FURTHER RESOLVED by the Board of Supervisors of Brown County, Wisconsin, that change orders in excess of \$10,000 or 25% of the contract price, whichever is less, for such Brown County STEM Innovation Center project shall be submitted to the appropriate oversight committee of the Board of Supervisors of Brown County for prior approval.

BE IT FURTHER RESOLVED that in the event the cost of any project authorized herein is less than the amount for such project authorized by these Initial Resolutions, the excess funds may be reallocated to one or more of the projects authorized herein; provided, however, that the aggregate bond amount of all projects authorized herein may not exceed \$9,525,000.

BE IT FURTHER RESOLVED by the County Board of Supervisors of Brown County, Wisconsin, that the bonds shall be offered for public sale. At a subsequent meeting, the County Board of Supervisors shall consider such bids for the bonds as may have been received and take action thereon.

BE IT FURTHER RESOLVED by the County Board of Supervisors of Brown County, Wisconsin, that the Finance Director (in consultation with the County's financial advisor) shall also cause Official Notices of Sale to be prepared and distributed and may prepare or cause to be prepared and distributed Preliminary Official Statements or other forms of offering circulars.

BE IT FURTHER RESOLVED by the County Board of Supervisors of Brown County, Wisconsin, that the County shall make expenditures as needed from its funds on hand to pay the costs of the above-approved projects until bond proceeds which may be issued in the maximum principal amount of \$9,525,000 become available. The County hereby officially declares its intent under Treasury Regulation Section 1.150-2 to reimburse said expenditures with proceeds of the bonds.

Adopted: May 17, 2017

Respectfully submitted,
BROWN COUNTY BOARD OF SUPERVISORS

ADMINISTRATION COMMITTEE

EXECUTIVE COMMITTEE

PLANNING, DEVELOPMENT &
TRANSPORTATION COMMITTEE

***Fiscal Note:** This resolution does not require an appropriation from the general fund. \$117,440 was included in the 2017 Debt Service budget for the interest payment on this bond.*

APPROVED BY:

Troy Streckenbach
Brown County Executive

Date Signed:

SOURCES AND USES OF FUNDS

Brown County, WI
GO. Corporate Purpose Bonds, Series 2017A (POS)
Initial Resolutions May 17, 2017. Award Resolution June 21, 2017.
DRAFT

Dated Date 07/12/2017
Delivery Date 07/12/2017

Sources:

Bond Proceeds:	
Par Amount	9,525,000.00
	<hr/>
	9,525,000.00

Uses:

Project Fund Deposits:	
Highway and Bridges	6,808,958.00
Courthouse Dome Replacement	1,750,000.00
STEM Innovation Center	800,000.00
	<hr/>
	9,358,958.00

Delivery Date Expenses:	
Cost of Issuance	44,050.00
Underwriter's Discount	119,062.50
	<hr/>
	163,112.50

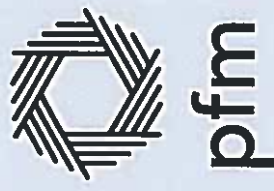
Other Uses of Funds:	
Additional Proceeds	2,929.50
	<hr/>
	9,525,000.00

BOND DEBT SERVICE

Brown County, WI
GO. Corporate Purpose Bonds, Series 2017A (POS)
Initial Resolutions May 17, 2017. Award Resolution June 21, 2017.
DRAFT

Period Ending	Principal	Coupon	Interest	Debt Service	Annual Debt Service
11/01/2017			86,189.48	86,189.48	86,189.48
05/01/2018			142,331.25	142,331.25	
11/01/2018	260,000	2.000%	142,331.25	402,331.25	544,662.50
05/01/2019			139,731.25	139,731.25	
11/01/2019	255,000	2.000%	139,731.25	394,731.25	534,462.50
05/01/2020			137,181.25	137,181.25	
11/01/2020	265,000	2.000%	137,181.25	402,181.25	539,362.50
05/01/2021			134,531.25	134,531.25	
11/01/2021	270,000	2.000%	134,531.25	404,531.25	539,062.50
05/01/2022			131,831.25	131,831.25	
11/01/2022	270,000	3.000%	131,831.25	401,831.25	533,662.50
05/01/2023			127,781.25	127,781.25	
11/01/2023	285,000	3.000%	127,781.25	412,781.25	540,562.50
05/01/2024			123,506.25	123,506.25	
11/01/2024	290,000	3.000%	123,506.25	413,506.25	537,012.50
05/01/2025			119,156.25	119,156.25	
11/01/2025	300,000	3.000%	119,156.25	419,156.25	538,312.50
05/01/2026			114,656.25	114,656.25	
11/01/2026	570,000	3.000%	114,656.25	684,656.25	799,312.50
05/01/2027			106,106.25	106,106.25	
11/01/2027	590,000	3.000%	106,106.25	696,106.25	802,212.50
05/01/2028			97,256.25	97,256.25	
11/01/2028	605,000	3.000%	97,256.25	702,256.25	799,512.50
05/01/2029			88,181.25	88,181.25	
11/01/2029	625,000	3.000%	88,181.25	713,181.25	801,362.50
05/01/2030			78,806.25	78,806.25	
11/01/2030	645,000	3.000%	78,806.25	723,806.25	802,612.50
05/01/2031			69,131.25	69,131.25	
11/01/2031	665,000	3.000%	69,131.25	734,131.25	803,262.50
05/01/2032			59,156.25	59,156.25	
11/01/2032	680,000	3.000%	59,156.25	739,156.25	798,312.50
05/01/2033			48,956.25	48,956.25	
11/01/2033	705,000	3.000%	48,956.25	753,956.25	802,912.50
05/01/2034			38,381.25	38,381.25	
11/01/2034	725,000	3.250%	38,381.25	763,381.25	801,762.50
05/01/2035			26,600.00	26,600.00	
11/01/2035	745,000	3.500%	26,600.00	771,600.00	798,200.00
05/01/2036			13,562.50	13,562.50	
11/01/2036	775,000	3.500%	13,562.50	788,562.50	802,125.00
	9,525,000		3,679,876.98	13,204,876.98	13,204,876.98

DRAFT April 14, 2017



Brown County, Wisconsin

Pre-Sale Presentation

\$9,525,000 General Obligation Corporate Purpose Bonds, Series 2017A

Presented on May 17, 2017

PFM Financial
Advisors LLC

115 South 84th Street
Suite 315
Milwaukee, WI 53214

414-771-2700
pfm.com



2017 Capital Projects Borrowing

The proposed 2017A Bonds have three components: (i) highway improvements and bridge repairs, (ii) courthouse dome repair, and (iii) STEM Building design. All will be amortized over 20 years.

Project	Project Cost	Estimated Expenses	Bonding Amount
Highway & Bridges	6,808,958	121,042	6,930,000
Dome	1,750,000	30,000	1,780,000
STEM Building	800,000	15,000	815,000
	9,358,958	166,042	9,525,000

A portion of the County's 2017 Capital Improvement Plan (CIP) has already been borrowed for with last year's \$1,970,000 G.O. Notes, Series 2016B. The 2016B Notes financed a jail video surveillance system, jail WRC intercom system replacement, and land information and tax collection system replacement.

Moving this portion of the 2017 CIP into 2016 was done in order to stay below the \$10.0 million annual limit required for debt issues to maintain IRS "Bank Qualification" status.



2017 Capital Projects Borrowing

Below is the total estimated debt service associated with the County's 2017 CIP. The combined debt service for the 2016B and 2017A issues is structured as level annual payments of approximately \$800,000. The average rate on the 2017A Bonds is estimated at approximately 3.2%

Year	Actual		Estimate		Total - 2017 CIP Borrowings	
	2016B Notes	2017A Bonds	2016B & 2017A	Principal	Interest	Total
	Principal	Interest	Principal	Interest	Principal	Total
2017	230,000	26,046	--	86,189	230,000	112,235
2018	240,000	24,338	260,000	284,663	500,000	309,000
2019	240,000	21,938	255,000	279,463	495,000	301,400
2020	245,000	18,938	265,000	274,363	510,000	293,300
2021	250,000	15,875	270,000	269,063	520,000	284,938
2022	250,000	12,125	270,000	263,663	520,000	275,788
2023	255,000	8,375	285,000	255,563	540,000	263,938
2024	260,000	4,550	290,000	247,013	550,000	251,563
2025	--	--	300,000	238,313	300,000	238,313
2026	--	--	570,000	229,313	570,000	229,313
2027	--	--	590,000	212,213	590,000	212,213
2028	--	--	605,000	194,513	605,000	194,513
2029	--	--	625,000	176,363	625,000	176,363
2030	--	--	645,000	157,613	645,000	157,613
2031	--	--	665,000	138,263	665,000	138,263
2032	--	--	680,000	118,313	680,000	118,313
2033	--	--	705,000	97,913	705,000	97,913
2034	--	--	725,000	76,763	725,000	76,763
2035	--	--	745,000	53,200	745,000	53,200
2036	--	--	775,000	27,125	775,000	27,125
Total	1,970,000	132,183	9,525,000	3,679,877	11,495,000	3,812,060
						15,307,060



Existing Debt by Issue

The County's existing debt as of January 1, 2017 is presented below. Notice the 2008B Bonds that can be refinanced for savings this Fall, and the four (4) "AMT" debt issues that are paid by the Airport.

Date of Issue	Obligation	Amount Issued	Final Maturity	Interest Rates Outstanding	Principal Outstanding	Call Date
03/01/2008	Bonds, Series 2008B	\$ 26,200,000	11/01/2027	3.75% - 5.00%	\$ 21,255,000	11/01/2017
04/01/2008	Bonds, Series 2008C	14,950,000	11/01/2018	4.00%	2,700,000	11/01/2016
06/01/2009	Bonds, Series 2009A (BABs)	13,475,000	11/01/2028	4.25% - 5.50%	10,880,000	11/01/2019
07/01/2010	Notes, Series 2010A	15,615,000	11/01/2019	2.75% - 3.25%	5,220,000	None
07/01/2010	Bonds, Series 2010B (BABs)	5,600,000	11/01/2029	4.25% - 5.75%	5,600,000	11/01/2019
12/01/2010	Bonds, Series 2010C (BABs)	4,750,000	11/01/2029	2.625% - 5.20%	3,440,000	11/01/2019
05/01/2011	Bonds, Series 2011A	10,440,000	11/01/2030	3.00% - 4.375%	9,130,000	11/01/2020
06/01/2012	Bonds, Series 2012A	9,215,000	11/01/2031	2.00% - 2.45%	7,260,000	11/01/2021
10/10/2012	Bonds, Series 2012B (AMT)	3,810,000	11/01/2021	2.00% - 2.25%	2,205,000	None
10/10/2012	Bonds, Series 2012C	3,225,000	11/01/2017	2.00%	490,000	None
06/05/2013	Bonds, Series 2013A	6,460,000	11/01/2032	2.00% - 3.00%	6,000,000	11/01/2022
10/09/2013	Bonds, Series 2013B	1,905,000	11/01/2018	2.00%	785,000	None
10/09/2013	Bonds, Series 2013C (AMT)	3,715,000	11/01/2022	3.00% - 4.00%	2,605,000	None
10/9/2013	Bonds, Series 2013D	9,060,000	11/01/2022	2.00% - 3.20%	6,805,000	None
06/11/2014	Bonds, Series 2014A	5,665,000	11/01/2033	2.00% - 3.30%	5,165,000	11/01/2023
11/30/2014	Bonds, Series 2014B	2,330,000	11/01/2019	2.00%	1,415,000	None
11/30/2014	Bonds, Series 2014C (AMT)	4,575,000	11/01/2023	2.00% - 3.00%	3,620,000	None
06/09/2015	Bonds, Series 2015A	7,565,000	11/01/2034	2.00% - 3.00%	7,095,000	11/01/2024
10/07/2015	Bonds, Series 2015B	3,670,000	11/01/2020	2.00%	2,415,000	None
10/07/2015	Bonds, Series 2015C (AMT)	2,875,000	11/01/2024	3.00%	2,665,000	None
07/01/2016	Bonds, Series 2016A	7,135,000	11/01/2035	2.00% - 2.35%	7,135,000	11/01/2025
11/09/2016	Notes, Series 2016B	1,970,000	11/01/2024	1.00% - 1.75%	1,970,000	None
11/09/2016	Bonds, Series 2016C	5,750,000	11/01/2022	2.00% - 3.00%	5,750,000	None
Total					<u>\$ 121,605,000</u>	



Existing P&I by Repayment Source

The County's existing principal and interest schedule by repayment source is presented below. Levy supported debt service is reduced by IRS BAB rebates associated with bond issues from 2009 & 2010.

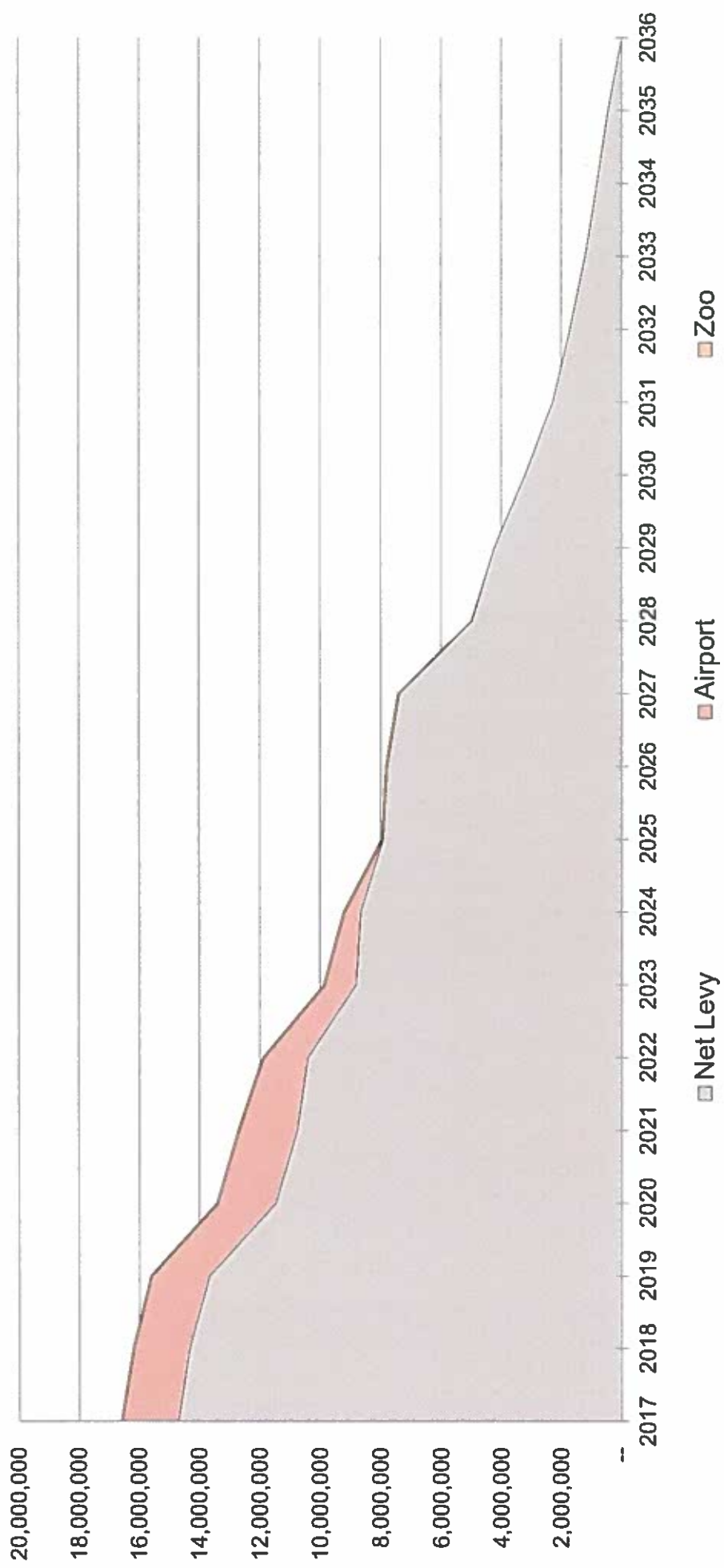
Year	Levy Supported			Airport Supported			Zoo Supported			Total		
	Total			BAB						Total		
	<u>Principal</u>	<u>Interest</u>	<u>Rebate</u>	<u>Principal</u>	<u>Interest</u>	<u>Principal</u>	<u>Interest</u>	<u>Principal</u>	<u>Interest</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2017	11,160,000	3,852,425	(315,821)	1,540,000	311,050	35,000	25,525	12,735,000	4,189,000	16,924,000		
2018	11,054,000	3,570,446	(309,469)	1,560,000	273,950	36,000	24,188	12,650,000	3,868,584	16,518,584		
2019	10,728,000	3,231,896	(297,709)	1,670,000	236,350	37,000	22,413	12,435,000	3,490,659	15,925,659		
2020	8,848,000	2,886,098	(269,821)	1,710,000	195,650	42,000	20,588	10,600,000	3,102,336	13,702,336		
2021	8,415,000	2,584,611	(249,369)	1,770,000	144,350	45,000	18,510	10,230,000	2,747,471	12,977,471		
2022	8,339,000	2,287,431	(228,351)	1,360,000	90,100	46,000	16,260	9,745,000	2,393,791	12,138,791		
2023	7,018,000	1,985,524	(206,006)	980,000	44,550	47,000	13,960	8,045,000	2,044,034	10,089,034		
2024	7,115,000	1,707,698	(173,730)	505,000	15,150	50,000	11,598	7,670,000	1,734,446	9,404,446		
2025	6,632,000	1,420,386	(141,494)	--	--	53,000	9,070	6,685,000	1,429,456	8,114,456		
2026	6,736,000	1,140,844	(109,850)	--	--	54,000	6,375	6,790,000	1,147,219	7,937,219		
2027	6,593,000	854,334	(78,602)	--	--	57,000	3,630	6,650,000	857,964	7,507,964		
2028	4,447,000	573,335	(48,002)	--	--	13,000	715	4,460,000	574,050	5,034,050		
2029	3,850,000	397,625	(17,854)	--	--	--	--	3,850,000	397,625	4,247,625		
2030	2,955,000	255,895	--	--	--	--	--	2,955,000	255,895	3,210,895		
2031	2,120,000	164,570	--	--	--	--	--	2,120,000	164,570	2,284,570		
2032	1,600,000	108,228	--	--	--	--	--	1,600,000	108,228	1,708,228		
2033	1,145,000	62,853	--	--	--	--	--	1,145,000	62,853	1,207,853		
2034	790,000	30,975	--	--	--	--	--	790,000	30,975	820,975		
2035	450,000	10,575	--	--	--	--	--	450,000	10,575	460,575		
2036	--	--	--	--	--	--	--	--	--	--		
	109,995,000	27,125,748	(2,446,078)	11,095,000	1,311,150	515,000	172,832 #	121,605,000	28,609,730	150,214,730		



Total Existing Debt Service Graph

Below is a graph of the County's total existing debt service obligations allocated between net levy-supported, airport and a small portion for the zoo (which is nearly imperceptible at this scale).

Total Existing Debt Service

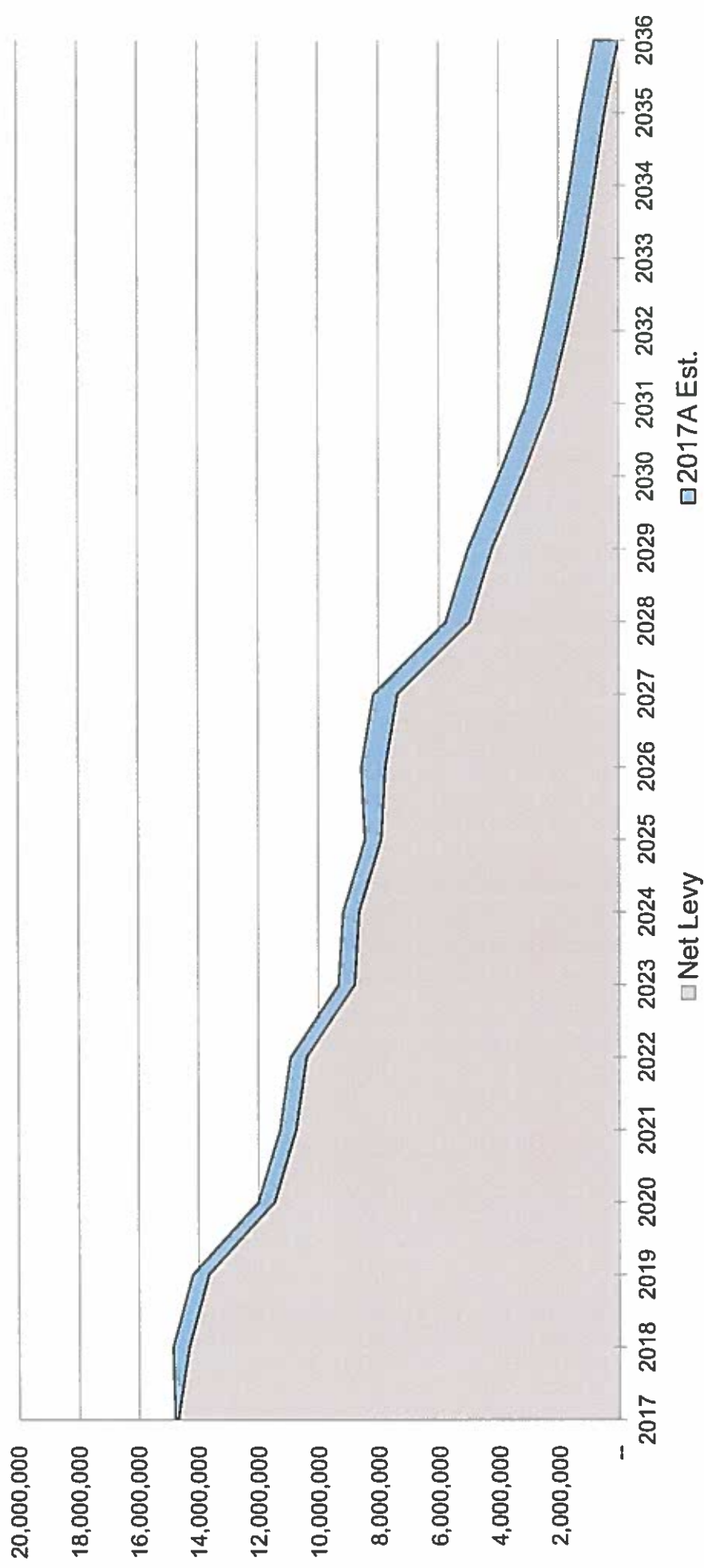




Levy Supported – Existing and 2017A Bonds

Below is a projection of the County's net levy-supported debt service with the addition of the 2017A Bonds.

Net Levy-Supported (Existing and 2017A Bonds)





Proposed Schedule

Below is the proposed schedule for the County's General Obligation Corporate Purpose Bonds, Series 2017A

Action	Date
✓ Planning, Development & Transportation Committee (moves resolutions forward)	April 24, 2017
✓ Administration Committee (moves resolutions forward)	May 3, 2017
✓ Executive Committee (moves resolutions forward)	May 8, 2017
Board approves 2017A Initial Authorizing Resolutions	May 17, 2017
Rating Call with Moody's	June 5, 2017
Rating received from Moody's	June 13, 2017
Preliminary Official Statement distributed to potential bidders	June 14, 2017
Day of Sale - Board awards 2017A Bonds to the best bidder	June 21, 2017
Closing - money is wired to the County	July 12, 2017

PUBLIC WORKS DEPARTMENT

Brown County

2198 GLENDALE AVENUE

GREEN BAY, WI 54303

PHONE (920) 492-4925 FAX (920) 434-4576

EMAIL: bc_highway@co.brown.wi.us

PAUL A. FONTECCHIO, P.E.

DIRECTOR

TO: PD&T Committee

FROM: Paul Fontecchio, P.E.

DATE: April 24, 2017

RE: Summary of Operations

The Public Works Department is performing at a normal budget rate through the month of March. The end of March represents 25% of the year. Here is a summary of our operations:

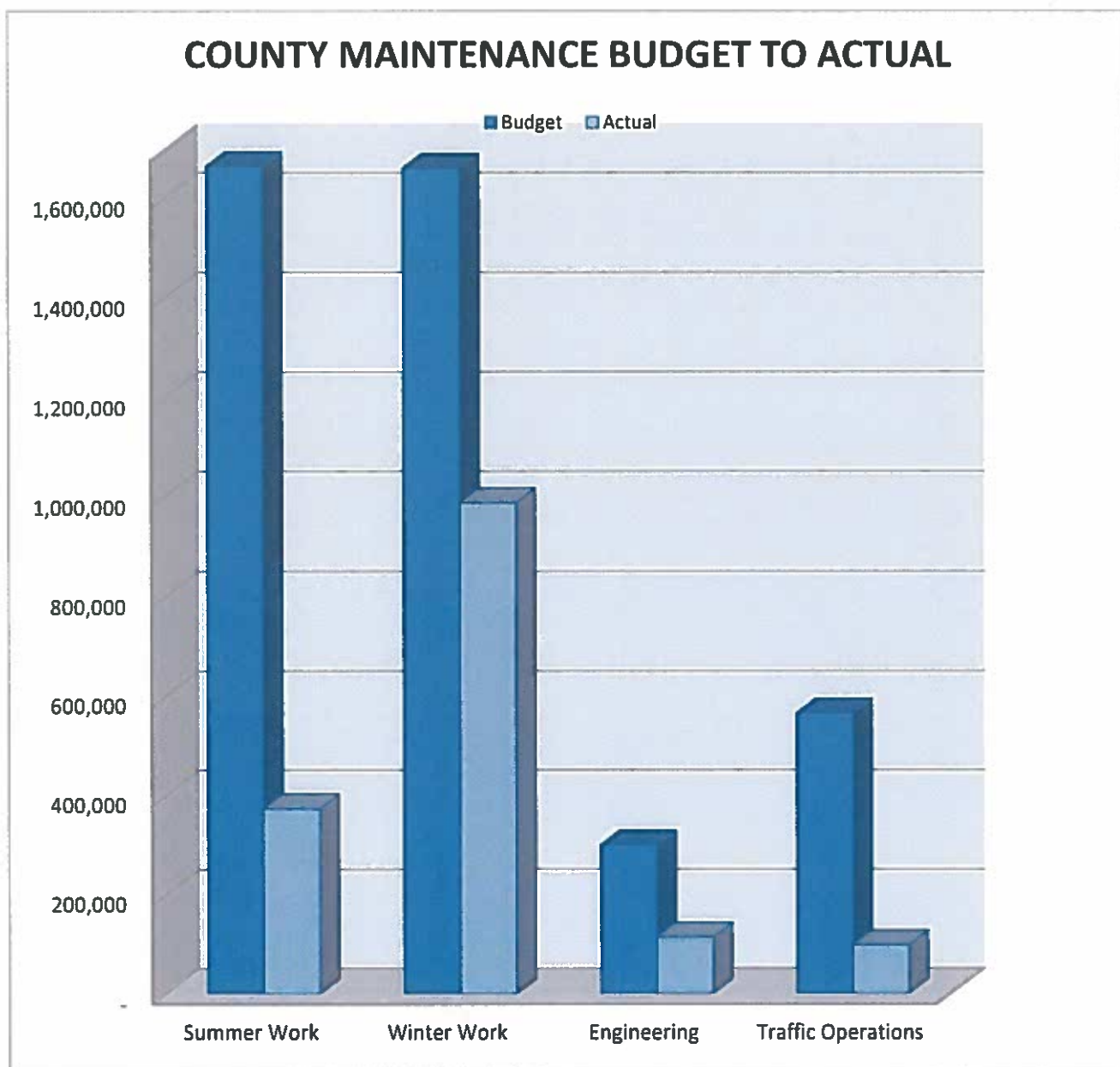
(240) County Maintenance	37.54%
(660) State Maintenance	26.18%
(660) Other Work (Interdepartmental, Municipal, etc.)	46.55%
(400) Capital Projects	N/A*
Facilities	25.41%

Please see the attached charts for more details.

*Note: We will report on the capital projects starting in May.

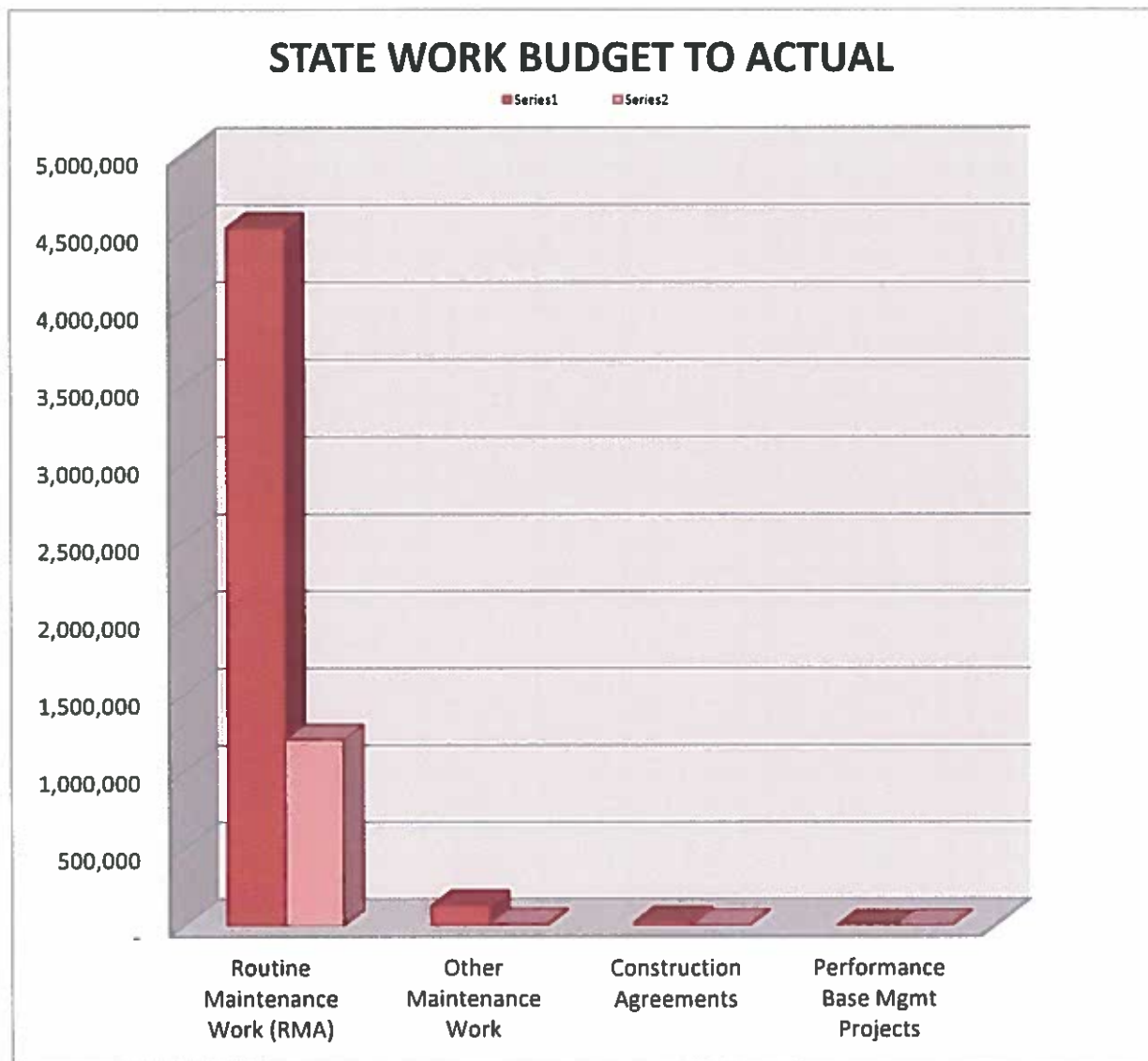
**BROWN COUNTY PUBLIC WORKS
COUNTY MAINTENANCE BUDGET TO ACTUAL-FUND 240
AS OF 3/31/17**

	Budget	Actual	Remaining	Percentage Used
Summer Work	1,663,949	373,351	1,290,598	22.44%
Winter Work	1,659,750	987,533	672,217	59.50%
Engineering	300,000	113,618	186,382	37.87%
Traffic Operations	566,000	98,164	467,836	17.34%
Total	4,189,699	1,572,666	2,617,033	37.54%



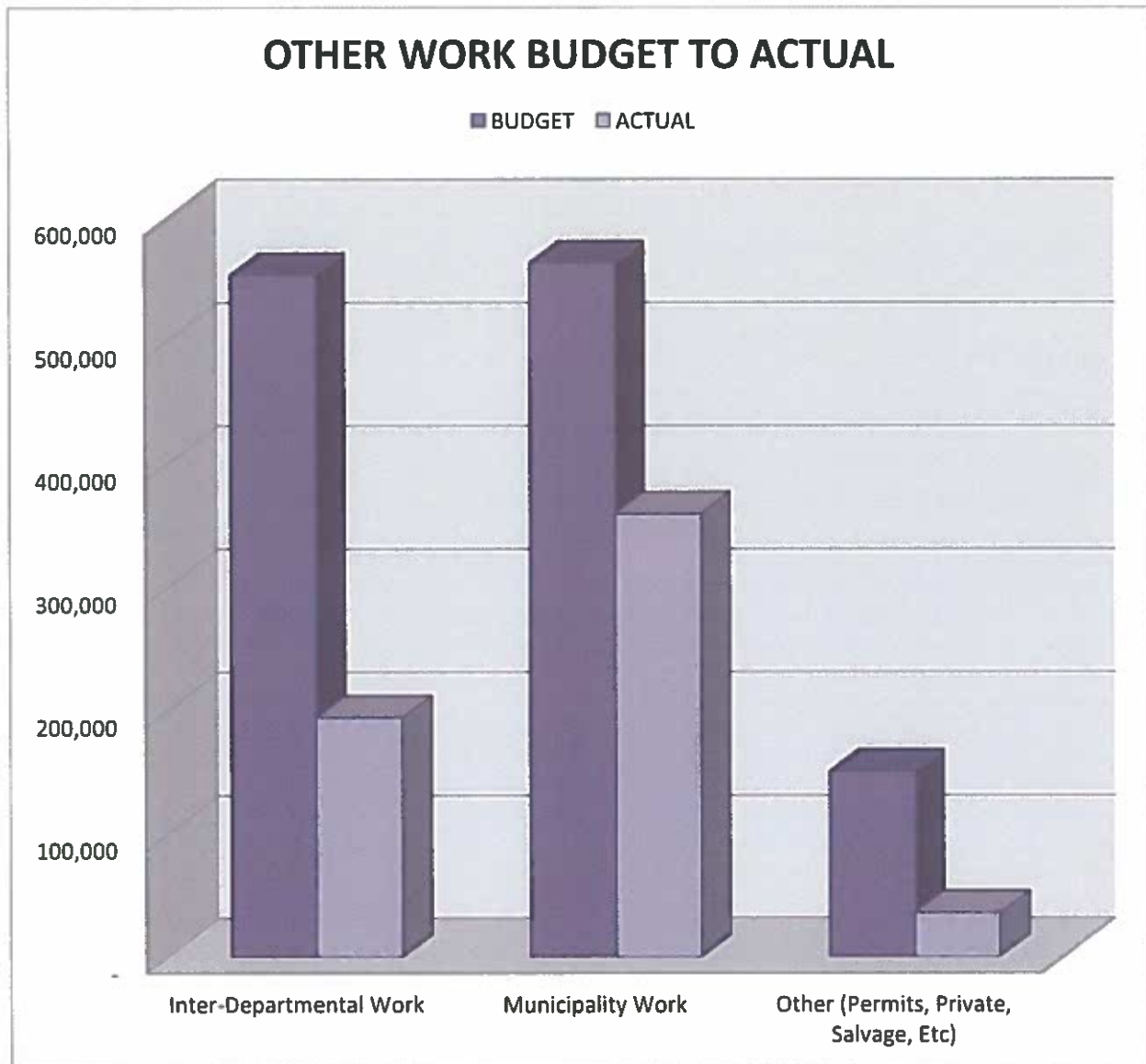
BROWN COUNTY PUBLIC WORKS-HIGHWAY STATE WORK BUDGET TO ACTUAL AS OF 3/31/2017

	Budget	Actual	Remaining	Percentage Used
Routine Maintenance Work (RMA)	4,520,900	1,207,526	3,313,374	26.71%
Other Maintenance Work	128,459	11,776	116,684	9.17%
Construction Agreements	24,373	4,206	20,167	17.26%
Performance Base Mgmt Projects	-	-	-	0.00%
Total	4,673,732	1,223,508	3,450,225	26.18%



**BROWN COUNTY PUBLIC WORKS-HIGHWAY
OTHER WORK BUDGET TO ACTUAL
AS OF 3/31/17**

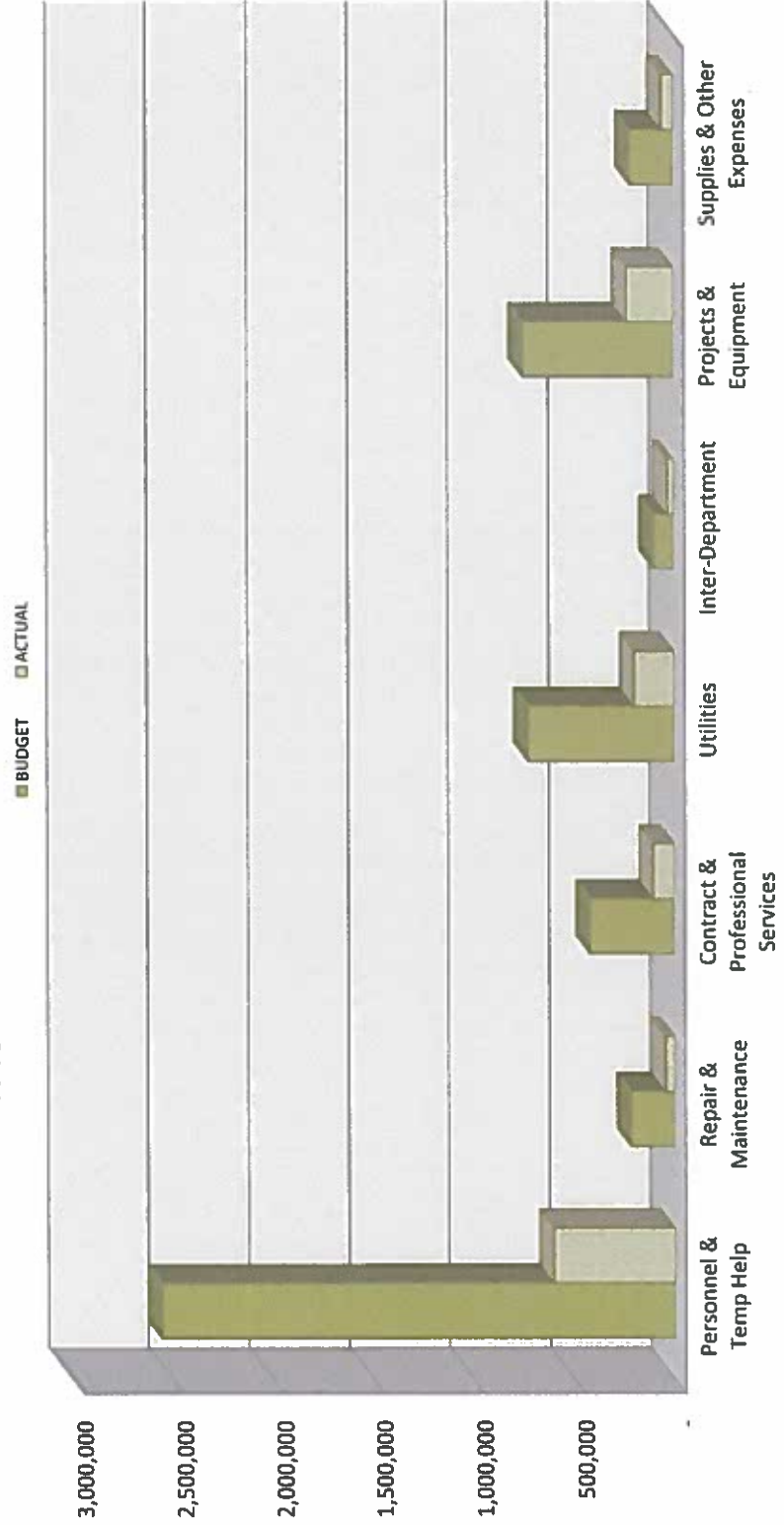
	Budget	Actual	Remaining	Percentage Used
Inter-Departmental Work	553,871	194,510	359,361	35.12%
Municipality Work	563,600	359,949	203,651	63.87%
Other (Permits, Private, Salvage, Etc)	150,685	35,817	114,868	23.77%
Total	1,268,156	590,276	677,880	46.55%



BROWN COUNTY PUBLIC WORKS FACILITY MANAGEMENT BUDGET TO ACTUAL AS OF 3/31/17

	Budget	Actual	Remaining	% Used
Personnel & Temp Help	2,556,645	601,554	1,955,091	23.53%
Repair & Maintenance	216,397	44,290	172,107	20.47%
Contract & Professional Services	418,200	103,638	314,562	24.78%
Utilities	724,345	197,122	527,223	27.21%
Inter-Department	100,451	29,983	70,468	29.85%
Projects & Equipment	748,589	231,794	516,796	30.96%
Supplies & Other Expenses	215,198	57,120	158,078	26.54%
Total	4,979,825	1,265,500	3,714,325	25.41%

FACILITY MANAGEMENT BUDGET TO ACTUAL



PUBLIC WORKS DEPARTMENT

Brown County

2198 GLENDALE AVENUE
GREEN BAY, WI 54303

PHONE (920) 492-4925 FAX (920) 434-4576
EMAIL: bc_highway@co.brown.wi.us

PAUL A. FONTECCHIO, P.E.
DIRECTOR

TO: PD&T Committee
FROM: Paul Fontecchio, P.E.
DATE: April 24, 2017
RE: Director's Report

PROJECTS:

CTH D: Work started on CTH D from the Village of Wrightstown to Apple Creek Road. A number of culvert pipes have been installed and the old asphalt roadway has been milled. Construction on this section of CTH D is anticipated to continue through the end of May.

Airport Parking Lot: Work started on reconstructing an employee parking lot at the airport. This work is anticipated to continue through the end of April.

State Work: At the request of the DOT, County forces worked on guardrail repairs, fence repairs, delineator repairs, and trash picking on the state highway system.

TWELVE-HOUR DAYS:

Highway Division: Highway incurred 786.25 hours of overtime in March. Substantially, all overtime was related to plowing. The amounts in excess of 12 hours per day for March are attached.

Facility Management Division: Facilities incurred 173.5 hours of overtime in March. The overtime was related to snow removal, after hour mechanical repairs, and longer cleaning shifts to cover vacancies. There were no employees that worked a 12+ hour shift for the month of March.

STAFFING REPORT:

See Attached Table.

Public Works - Highway Division
12-Hour Work Days
3/1/17 - 3/31/17

DATE	EMPLOYEE	OPERATION PREFORMED	HOURS WORKED
3/1/2017	Allen, Chris	Plowing & Salting	14
3/1/2017	Buhr, Mike	Mechanic Shop	13
3/1/2017	Cisler, Mike	Plowing & Salting	13
3/1/2017	Collins, Robbie	Plowing & Salting	13.5
3/1/2017	Corrigan, Chad	Plowing & Salting	12.5
3/1/2017	Curl, Todd	Mechanic Shop	12.25
3/1/2017	Dallas, Chris	Plowing & Salting	12.25
3/1/2017	Doucha, Dean	Plowing & Salting	13.5
3/1/2017	Drewiske, Jerry	Plowing & Salting	13.25
3/1/2017	Goral, Nick	Plowing & Salting	13.75
3/1/2017	Gussert, Tim	Plowing & Salting	13.5
3/1/2017	Haumschild, Dan	Plowing & Salting	13
3/1/2017	Ignatowski, Paul	Plowing & Salting	14
3/1/2017	Johnson, Jason	Plowing & Salting	12.25
3/1/2017	Kapinos, Vince	Plowing & Salting	12
3/1/2017	Karbon, Dan	Plowing & Salting	13.75
3/1/2017	Kielpikowski, Dennis	Plowing & Salting	13.75
3/1/2017	Kollross, Cory	Plowing & Salting	13
3/1/2017	Ledvina, Jeremy	Plowing & Salting	13.25
3/1/2017	LeGrave, Steve	Plowing & Salting	12.25
3/1/2017	Liebergen, Dale	Plowing & Salting	13.5
3/1/2017	Little, Bob	Plowing & Salting	12.25
3/1/2017	Manson, Shane	Plowing & Salting	13.25
3/1/2017	Margitan, Jim	Plowing & Salting	13.25
3/1/2017	Maus, Todd	Plowing & Salting	12.5
3/1/2017	Melbauer, Charlie	Plowing & Salting	13.75
3/1/2017	Mohr, Brian	Mechanic Shop	12
3/1/2017	Neuville, Mike	Mechanic Shop	12
3/1/2017	Noe, Terry	Plowing & Salting	13.5
3/1/2017	Oettinger, Tim	Plowing & Salting	12.25
3/1/2017	Peot, Tracy	Plowing & Salting	13
3/1/2017	Reedy, Jason	Plowing & Salting	13.75
3/1/2017	Sausen, Jim	Plowing & Salting	13.25
3/1/2017	Scray, Norb	Plowing & Salting	13.5
3/1/2017	Sequin, Scott	Plowing & Salting	13.75
3/1/2017	Sperberg, Mark	Plowing & Salting	13.75
3/1/2017	Sticka, John	Plowing & Salting	13.5
3/1/2017	Taicher, Kevin	Plowing & Salting	13.5
3/1/2017	Thibodeau, Larry	Plowing & Salting	13.75
3/1/2017	Thompson, Bill	Plowing & Salting	12
3/1/2017	Van Den Elzen, Ken	Plowing & Salting	13.5
3/1/2017	Van Den Plas, Todd	Plowing & Salting	13
3/1/2017	Van Rite, Paul	Plowing & Salting	13.5
3/1/2017	Ver Haag, Ken	Mechanic Shop	12
3/1/2017	Williams, Tim	Plowing & Salting	13.5

DATE	EMPLOYEE	OPERATION PREFORMED	HOURS WORKED
3/1/2017	Zellner, Aaron	Plowing & Salting	12
3/1/2017	Zelten, Brian	Plowing & Salting	12.5
3/2/2017	Allen, Chris	Plowing & Salting	12
3/2/2017	Collins, Robbie	Plowing & Salting	12
3/2/2017	Corrigan, Chad	Plowing & Salting, Mailbox Repairs	12
3/2/2017	Doucha, Dean	Plowing & Salting, Patching	12
3/2/2017	Goral, Nick	Plowing & Salting, Training Set-up	12
3/2/2017	Guns, Jim	Plowing	12
3/2/2017	Gussert, Tim	Plowing & Salting, Patching	12
3/2/2017	Ignatowski, Paul	Plowing & Salting, Patching, Haul Salt	12
3/2/2017	Jacobs, Mark	Plowing	12
3/2/2017	Karbon, Dan	Plowing & Salting	12
3/2/2017	Kielpikowski, Dennis	Plowing & Salting	12
3/2/2017	Kind, Bryant	Plowing, Bldg Maint.	12
3/2/2017	Klish, John	Plowing & Salting, Patching	12
3/2/2017	Ledvina, Jason	Plowing	12
3/2/2017	Ledvina, Jeremy	Plowing & Salting, Patching	12
3/2/2017	LeGrave, Steve	Plowing & Salting	12
3/2/2017	Little, Bob	Plowing & Salting	12
3/2/2017	Melbauer, Charlie	Plowing & Salting	12
3/2/2017	Morton, Chet	Plowing & Salting	12
3/2/2017	Oettinger, Tim	Plowing & Salting, Patching	12
3/2/2017	Reedy, Jason	Plowing & Salting	12
3/2/2017	Scray, Norb	Plowing & Salting, State Roamer	12
3/2/2017	Smits, Mike	Plowing & Salting	12
3/2/2017	Sperberg, Mark	Plowing & Salting	12
3/2/2017	Stein, Kelly	Plowing & Salting	12
3/2/2017	Sticka, John	Plowing & Salting	12.25
3/2/2017	Taicher, Kevin	Plowing & Salting	13
3/2/2017	Thibodeau, Larry	Plowing & Salting	12
3/2/2017	Thompson, Nick	Plowing, Equipment Maint.	12
3/2/2017	Tilkens, Todd	Ploiwng & Salting, Patching	12
3/2/2017	Van Den Plas, Todd	Plowing & Salting	12
3/2/2017	Williams, Tim	Plowing & Salting	12
3/2/2017	Zelten, Brian	Plowing & Salting	12
3/13/2017	Allen, Chris	Plowing & Salting	12.25
3/13/2017	Buhr, Mike	Mechanic Shop	12.25
3/13/2017	Collins, Robbie	Plowing & Salting	12
3/13/2017	Corrigan, Chad	Plowing & Salting	12
3/13/2017	Curl, Todd	Mechanic Shop	12.25
3/13/2017	Dixon, Darrell	Signing, Signal Knockdown	12.5
3/13/2017	Goral, Nick	Plowing & Salting	12
3/13/2017	Ignatowski, Paul	Plowing & Salting	12
3/13/2017	Jacobs, Mark	Plowing & Salting	13
3/13/2017	Karbon, Dan	Plowing & Salting	13
3/13/2017	Kielpikowski, Dennis	Plowing & Salting	13.5
3/13/2017	Klish, John	Plowing & Salting	13.5
3/13/2017	Ledvina, Jason	Plowing & Salting	12.75

DATE	EMPLOYEE	OPERATION PREFORMED	HOURS WORKED
3/13/2017	Ledvina, Jeremy	Plowing & Salting	12
3/13/2017	LeGrave, Steve	Plowing & Salting	12.5
3/13/2017	Little, Bob	Plowing & Salting	12
3/13/2017	Melbauer, Charlie	Plowing & Salting	12
3/13/2017	Morton, Chet	Plowing & Salting	12.75
3/13/2017	Noe, Terry	Plowing & Salting	13.5
3/13/2017	Oettinger, Tim	Plowing & Salting	12.25
3/13/2017	Reedy, Jason	Plowing & Salting	12.25
3/13/2017	Sausen, Jim	Plowing & Salting	13.25
3/13/2017	Schmidt, Jamie	Mechanic Shop	12
3/13/2017	Scray, Norb	Plowing & Salting	13.25
3/13/2017	Shimanek, Steve	Plowing & Salting	13.5
3/13/2017	Smits, Mike	Plowing & Salting	12
3/13/2017	Sticka, John	Plowing & Salting	13.25
3/13/2017	Thibodeau, Larry	Plowing & Salting	12
3/13/2017	VandenBush, Ken	Normal Electrical Work, Signal Knockdown	12.5
3/13/2017	Van Den Elzen, Ken	Plowing & Salting	12
3/13/2017	Williams, Tim	Plowing & Salting	12
3/13/2017	Zelten, Brian	Plowing & Salting	12
3/20/2017	VandenBush, Ken	Normal Electrical Work, Bay Shore Upgrade Project	12

BROWN COUNTY PUBLIC WORKS STAFFING SUMMARY

As of 3/31/17

HIGHWAY DIVISION:

Position	Vacancy Date	Reason for Leaving	Fill or Hold	Filled Date	Unfilled Reason
Civil Engineer	8/22/16	Transferred	Fill	In Process	---
Highway Crew	2/27/17	Termed	Fill	In Process	---
Highway Crew	3/7/17	Resigned	Fill	In Process	---

	Budgeted FTE's	Actual #FTE's
Mgmt / Admin	8.75	8.75
Electrician	1.0	1.0
Engineering	7.0	6.0
Mechanics / Shop	13.0	13.0
Highway Crew	74.0	72.0
Sign Crew	2.0	2.0
Summer-Engineering	1.27	0
Summer	2.85	0
LTE	2.0	0
TOTAL	111.87	102.75

FACILITY MANAGEMENT DIVISION:

Position	Vacancy Date	Reason for Leaving	Fill or Hold	Filled Date	Unfilled Reason
Housekeeper (0.5)	5/23/16	Termed	Fill	---	N/A
Housekeeper	3/30/17	Resigned	Fill	---	N/A

	Budgeted FTE's	Actual #FTE's
Mgmt / Admin	5.25	5.25
Facility Technicians	2.0	2.0
Facility Mechanics	7.0	7.0
Facility Workers	9.0	9.0
Housekeeping	18.5	17.0
Electrician	1.0	1.0
Summer Help	0.46	0
TOTAL	43.21	41.25

PUBLIC WORKS DEPARTMENT

Brown County

2198 GLENDALE AVENUE
GREEN BAY, WI 54303PHONE (920) 492-4925 FAX (920) 434-4576
EMAIL: bc_highway@co.brown.wi.usPAUL A. FONTECCHIO, P.E.
DIRECTOR

TO: PD&T Committee

FROM: Paul Fontecchio, P.E.

DATE: April 24, 2017

RE: Executive Summary of the 2016 Annual Financial Report

The following table shows some key values in the 2016 annual financial report as compared to 2014 and 2015.

	2014	2015	2016
Total Assets	\$15,422,416.11	\$17,451,407.42	\$20,150,235.39
Materials & Supplies Inventory	\$1,560,120.83	\$2,663,911.00	\$2,683,863.72
Buildings & Land Inventory	\$2,240,111.63	\$2,001,640.15	\$1,766,924.64
Equipment Inventory	\$9,984,688.99	\$10,363,706.39	\$10,592,581.86
Highway Billing (Labor, Machinery, Materials)	\$22,377,724.68	\$25,719,019.84	\$20,440,107.72
State Billing	\$3,256,712.62	\$4,020,591.75	\$4,228,925.47
County Billing	\$17,280,271.55	\$20,420,251.42	\$14,120,748.85
Municipal Billing	\$844,952.35	\$443,101.45	\$1,205,983.97
Special Revenue Fund Balance (GTA)	\$1,114,446.98	\$1,466,100.67	\$1,166,841.58
Capital Projects Fund Balance	\$4,201,334.45	\$709,002.85	\$1,886,392.97
Operating Fund Balance (660 Fund)	\$1,016,524.41	\$1,490,435.53	\$1,251,483.83

Please see the attached 2016 Financial Report for details.



PUBLIC WORKS

HIGHWAY DIVISION FINANCIAL REPORT

2016

***BROWN COUNTY HIGHWAY DEPARTMENT
FINANCIAL REPORT
January 1, 2016 to December 31, 2016***

PLANNING, DEVELOPMENT & TRANSPORTATION COMMITTEE:

Bernie Erickson, Chairperson
Dave Kaster, Vice Chairperson
Norbert Dantine, Jr.
Dave Landwehr
Tom Sieber

HIGHWAY COMMISSIONER:

Paul Fontecchio

REPORT PREPARED BY:

Brown County Highway Staff

Brown County

PUBLIC WORKS—HIGHWAY DIVISION STATEMENT OF NET ASSETS AS OF 12/31/2016

ASSETS

Current Assets	
Cash and investments	\$ 200.00
Receivables:	
Taxes Receivable	-
State	747,576.52
County Municipalities	495,705.92
Other Municipalities	21,049.38
Due From Other Funds	51,656.18
Private	66,587.51
Unbilled-Small Tool Revenue	862.70
Materials & Supplies Inventory	2,683,863.72
Total Current Assets	<u>4,067,501.93</u>
Noncurrent Assets	
Fixed Assets	
Land	\$ 111,181.69
Land Improvements	1,495,068.09
Accumulated Depreciation-Land Improvements	(668,056.12)
Buildings & Attached Fixtures	4,231,029.61
Accumulated Depreciation-Buildings	(3,284,237.01)
Machinery & Equipment	24,305,428.77
Accumulated Depreciation-Machinery & Equip.	(13,712,846.91)
Capital Assets (Net)	<u>12,477,568.12</u>
Equipment Build Work In Process	-
Deferred Outflow of Resources Pension	3,251,664.01
Deferred Outflow of Resources Pension (Current)	353,501.33
Restricted Net Pension Asset	<u>-</u>
Total Noncurrent Assets	<u>16,082,733.46</u>
TOTAL ASSETS	<u>\$ 20,150,235.39</u>

LIABILITIES

Current Liabilities	
Voucher Payable	\$ 1,511,781.56
Sales Tax Payable	-
Wages Payable	-
Capital Lease Payable Short-Term	367,459.93
Deferred Revenue--Fringe Benefits (Incidentals)	30,371.24
Deferred Revenues--Small Tools	-
Due To Other Funds - 240	1,130,813.84
Total Current Liabilities	<u>3,040,426.57</u>
Noncurrent Liabilities	
Capital Lease Payable Long-Term	1,345,255.71
Vested Vacation Rights	137,302.19
Vested Sick Leave	5,749.27
Deferred Inflow of Resources Pension	1,364,270.79
Net Pension Liability	648,268.88
Total Noncurrent Liabilities	<u>3,500,846.84</u>
TOTAL LIABILITIES	<u>6,541,273.41</u>

NET ASSETS

Invested in capital assets, net of related debt	10,764,852.48
Restricted Pension	1,592,625.67
Unrestricted	1,251,483.83
TOTAL NET ASSETS	<u>13,608,961.98</u>

TOTAL LIABILITIES & NET ASSETS

20,150,235.39

NOTE: Detail Schedules are on file at the Highway Department Office

**BROWN COUNTY HIGHWAY DEPARTMENT
DUE FROM STATE OF WISCONSIN
STATE TRUNK HIGHWAY SYSTEM
DECEMBER 31, 2016**

Balance Due January 1, 2016	<u>\$ 783,320.00</u>
Expenditures	<u>4,160,115.98</u>
	<u>\$ 4,943,435.98</u>
Reimbursed by State	<u>4,195,859.46</u>
Balance Due December 31, 2016	<u><u>\$ 747,576.52</u></u>

Invoiced, Not Reimbursed December 31, 2016

September 2014	<u>0.01</u>
November 2016	<u>194,873.04</u>
December 2016	<u>552,703.47</u>
Subtotal Invoiced, Not Reimbursed as of 12/31/2016	<u><u>\$ 747,576.52</u></u>

Plus Items Posted but Not Invoiced	<u>-</u>
Less Items Invoices But Not Posted	<u>-</u>
Balance Due December 31, 2016	<u><u>\$ 747,576.52</u></u>

**BROWN COUNTY HIGHWAY
ACCOUNTS RECEIVABLE
December 31, 2016**

Account	Balance 1/1/2016	2016 Expenditures	2016 Receipts	Balance 12/31/16
Villages:				
Allouez	\$ 237.68	\$ -	\$ 236.25	\$ 1.43
Ashwaubenon	2,397.28	31,688.00	33,713.42	371.86
Bellevue	3,596.80	124,910.61	4,098.07	124,409.34
Denmark	157.50	3,217.64	1,007.62	2,367.52
Hobart	176.09	21,929.02	2,863.89	19,241.22
Howard	2,094.33	5,488.82	4,409.03	3,174.12
Pulaski	-	6,153.70	6,153.70	-
Suamico	152.93	8,475.42	-	8,628.35
Wrightstown	-	38.44	-	38.44
Towns:				
Eaton	9,601.67	96,104.73	83,429.76	22,276.64
Glenmore	-	81,166.83	129.70	81,037.13
Green Bay	8,222.00	141,435.05	105,058.22	44,598.83
Holland	10,689.74	203,943.32	178,499.63	36,133.43
Humboldt	-	530.25	-	530.25
Lawrence	-	17,350.07	17,145.37	204.70
Ledgeview	352.74	375.00	335.94	391.80
Morrison	(2.75)	3,584.09	2,236.32	1,345.02
New Denmark	410.08	8,108.53	5,397.42	3,121.19
Pittsfield	681.36	45,099.77	12,780.27	33,000.86
Rockland	-	1,360.44	-	1,360.44
Scott	15,146.87	212,482.09	192,515.04	35,113.92
Wrightstown	6,572.90	210,822.06	140,170.23	77,224.73
Cities:				
DePere	2,060.94	(1,281.64)	-	779.30
Green Bay	78.75	523.53	246.88	355.40
Aging Resource		114.00	114.00	
Other Brown County Departments	562.52	734,948.89	735,511.41	-
New Franken Fire Department	-	-	-	-
UWGB	178.85	5,471.51	5,650.36	-
GB Correct/Hert Hill/Badger State	(38.70)	1,273.73	986.88	248.15
GPS	5,845.35	8,820.00	13,020.00	1,645.35
State Fuel Tax Refund	12,635.25	11,724.38	12,635.25	11,724.38
DNR	-	2,945.56	2,945.56	-
Other Municipalities	75.55	31,746.55	12,666.22	19,155.88
Billed Permits	10,710.00	8,321.25	13,965.00	5,066.25
Private Receivables	\$ 166,292.32	41,118.99	140,823.80	66,587.51
Private Receivables-Accidents	18,518.45	41,438.95	25,091.85	34,865.55
Total	\$ 277,406.50	\$ 2,111,429.58	\$ 1,753,837.09	\$ 634,998.99
Villages Towns	62,626.91	1,223,505.77	790,426.76	495,705.92
County	562.52	734,948.89	735,511.41	-
Other	214,217.07	152,860.92	227,784.92	139,293.07
Total	277,406.50	2,111,315.58	1,753,723.09	634,998.99

**BROWN COUNTY HIGHWAY
2016 HIGHWAY BILLINGS
LABOR/MACHINERY/MATERIALS**

Account	GENERAL MAINTENANCE	WINTER MAINTENANCE	TOTAL
TOWNSHIPS			
(05) Eaton	45,725.24	50,379.49	96,104.73
(06) Glenmore	81,166.83	-	81,166.83
(07) Green Bay	66,346.52	75,088.53	141,435.05
(09) Holland	117,407.35	86,535.97	203,943.32
(11) Humboldt	530.25	-	530.25
(12) Lawrence	17,350.07	-	17,350.07
(04) Ledgeview	375.00	-	375.00
(13) Morrison	3,584.09	-	3,584.09
(14) New Denmark	8,108.53	-	8,108.53
(15) Pittsfield	45,099.77	-	45,099.77
(17) Rockland	1,360.44	-	1,360.44
(18) Scott	90,097.91	122,384.18	212,482.09
(20) Wrightstown	147,843.45	62,978.61	210,822.06
VILLAGES			
(01) Allouez	-	-	-
(02) Ashwaubenon	31,688.00	-	31,688.00
(03) Bellevue	124,910.61	-	124,910.61
(08) Hobart	4,166.51	-	4,166.51
(19) Suamico	7,552.71	922.71	8,475.42
(21) Denmark	3,217.64	-	3,217.64
(24) Howard	3,099.59	2,389.23	5,488.82
(22) Pulaski	6,153.70	-	6,153.70
(23) Wrightstown	38.44	-	38.44
CITIES			
(25) DePere	(1,040.93)	-	(1,040.93)
(26) Green Bay	523.53	-	523.53
Total County Municipalities	805,305.25	400,678.72	1,205,983.97
State of Wisconsin	2,860,136.30	1,368,789.17	4,228,925.47
Private Units	97,988.09	1,141.10	99,129.19
Other Government Units	50,257.35	-	50,257.35
County Departments	719,560.43	15,502.46	735,062.89
Total Accounts Receivable	4,533,247.42	1,786,111.45	6,319,358.87
County Highway	12,377,208.22	1,743,540.63	14,120,748.85
GRAND TOTALS	16,910,455.64	3,529,652.08	20,440,107.72

**BROWN COUNTY HIGHWAY
2016 HIGHWAY BILLINGS
LABOR**

Account	GENERAL MAINTENANCE	WINTER MAINTENANCE	TOTAL
TOWNSHIPS			
(05) Eaton	19,259.04	14,926.75	34,185.79
(06) Glenmore	495.96	-	495.96
(07) Green Bay	30,148.88	20,523.42	50,672.30
(09) Holland	45,403.80	23,841.52	69,245.32
(11) Humboldt	-	-	-
(12) Lawrence	3,960.24	-	3,960.24
(04) Ledgeview	-	-	-
(13) Morrison	-	-	-
(14) New Denmark	694.48	-	694.48
(15) Pittsfield	956.43	-	956.43
(17) Rockland	847.30	-	847.30
(18) Scott	39,560.23	36,431.42	75,991.65
(20) Wrightstown	25,131.60	17,472.84	42,604.44
VILLAGES			
(01) Allouez	-	-	-
(02) Ashwaubenon	8,314.27	-	8,314.27
(03) Bellevue	-	-	-
(08) Hobart	72.50	-	72.50
(19) Suamico	-	108.74	108.74
(21) Denmark	1,527.85	-	1,527.85
(24) Howard	191.64	27.19	218.83
(22) Pulaski	1,258.12	-	1,258.12
(23) Wrightstown	36.25	-	36.25
CITIES			
(25) DePere	-	-	-
(26) Green Bay	414.09	-	414.09
Total County Municipalities	178,272.68	113,331.88	291,604.56
State of Wisconsin	1,290,013.92	461,325.73	1,751,339.65
Private Units	21,352.32	90.62	21,442.94
Other Government Units	9,102.44	-	9,102.44
County Departments	232,115.82	591.67	232,707.49
Total Accounts Receivable	1,730,857.18	575,339.90	2,306,197.08
County Highway	2,519,347.92	488,228.85	3,007,576.77
GRAND TOTALS	4,250,205.10	1,063,568.75	5,313,773.85

**BROWN COUNTY HIGHWAY DEPARTMENT
INVENTORY ANALYSIS OF MATERIALS AND SUPPLIES - 2016**

ITEM	INVENTORY BALANCE 1/1/16	PURCHASES / PRODUCTION	SALES / USAGE	BOOK INVENTORY 12/31/16	ADJUSTMENT	PHYSICAL INVENTORY 12/31/16
<u>CONSTRUCTION AND MAINTAINANCE MATERIALS</u>						
Bituminous Materials	\$ 979,706.15	\$ 1,561,715.96	\$ 1,486,766.17	\$ 1,054,655.94	\$ (337,164.03)	\$ 717,491.91
Culverts	1,377.57	2,549.12	2,822.39	1,104.30	313.86	1,418.16
Cement, Lime, etc	-	-	-	-	-	-
Grass Seed Etc.	-	-	-	-	-	-
Misc	101,191.23	83,115.10	76,247.50	108,058.83	(60,464.05)	47,594.78
Gravel, Sand, Stone	1,020.25	14,799.95	7.78	15,812.42	(133.23)	15,679.19
Lumber and Posts	-	-	-	-	-	-
Paints	54,739.13	169,563.35	89,255.00	135,047.48	(12.81)	135,034.67
Reinforcing and Bridge Steel	-	-	-	-	-	-
Treated Sand	207,083.04	137,305.86	32,351.46	312,037.44	5,605.19	317,642.63
Salt	201,071.61	665,313.31	607,714.73	258,670.19	64,829.75	323,499.94
Subtotal	\$ 1,546,188.98	\$ 2,634,362.65	\$ 2,295,165.03	\$ 1,885,386.60	\$ (327,025.32)	\$ 1,558,361.28

SHOP MATERIALS AND SUPPLIES

Repair Parts & Accessories	\$ 889,354.97	\$ 344,891.94	\$ 517,363.71	716,883.20	\$ 147,963.44	\$ 864,846.64
Tires	28,474.43	37,534.59	44,276.58	21,732.44	3,194.78	24,927.22
Batteries	3,097.90	9,253.57	8,447.13	3,904.34	(697.94)	3,206.40
Blacksmith Iron and Steel	18,151.96	6,922.45	5,380.24	19,694.17	(901.49)	18,792.68
Equipment Paint	2,882.94	353.71	408.97	2,827.68	(72.79)	2,754.89
Subtotal	\$ 941,962.20	\$ 398,956.26	\$ 575,876.63	\$ 765,041.83	\$ 149,486.00	\$ 914,527.83

GASOLINE AND DIESEL FUEL

Gasoline	\$ 43,056.15	\$ 445,874.30	\$ 482,990.18	5,940.27	\$ 24,855.48	\$ 30,795.75
Diesel Fuel	59,668.51	40,840.14	47,761.98	52,746.67	51,254.83	104,001.50
Subtotal	\$ 102,724.66	\$ 486,714.44	\$ 530,752.16	\$ 58,686.94	\$ 76,110.31	\$ 134,797.25

LUBRICATING OILS AND GREASES

Lubricating Oils	\$ 51,585.04	\$ 55,796.80	50,990.03	\$ 56,391.81	\$ (5,561.12)	\$ 50,830.69
Grease	17,067.51	-	370.47	16,697.04	(10,734.70)	5,962.34
Kerosene	-	-	-	-	-	-
Anti-Freeze	4,382.61	4,898.30	1,573.78	7,707.13	(52.22)	7,654.91
Drums & Containers	-	-	-	-	-	-
Subtotal	\$ 73,035.16	\$ 60,695.10	\$ 52,934.28	\$ 80,795.98	\$ (16,348.04)	\$ 64,447.94

TOTALS

	2,663,911.00	3,580,728.45	3,454,728.10	2,789,911.35	(117,777.05)	2,672,134.30
			(117,777.05)			
		Adjusted Sales/Usage	3,336,951.05			

**BROWN COUNTY HIGHWAY DEPARTMENT
INVENTORY OF LAND IMPROVEMENTS
DECEMBER 31, 2016**

Description	Land Costs	Improvement Cost	2016 Additions	Total Cost	Prior Years Depreciation	2016 Depreciation	Book Value 12/31/16
Duck Creek Shop	\$ 55,157.07	\$ 1,113,771.97	-	\$ 1,113,771.97	\$ 314,715.76	\$ 116,028.29	\$ 683,027.92
Greenleaf Shop	18,295.33	11,213.75	-	11,213.75	11,213.75	-	-
Langes Corner Shop	5,661.47	228,512.44	-	228,512.44	76,174.16	15,234.16	137,104.12
New Franken Shop	4,417.33	-	-	-	-	-	-
Scray Hill Bituminous Shop (WL)	15,225.19	134,690.00	-	134,690.00	134,690.00	-	-
Corner CTH Z & Vende Wattering Rd (Welland)	12,425.30	-	-	-	-	-	-
TOTALS	\$ 111,181.69	\$ 1,488,188.16	-	\$ 1,488,188.16	\$ 536,793.67	\$ 131,262.45	\$ 820,132.04

**BROWN COUNTY HIGHWAY DEPARTMENT
INVENTORY OF BUILDINGS-DUCK CREEK
DECEMBER 31, 2016**

Building Number	Building	Year Acquired	Percent Deprec.	Original Cost	2016 Additions	Total Costs	Prior Year Depreciation	2016 Depreciation	Book Value 12/31/16
1	DC Upper	1920	3%	\$ 19,255.90	\$ -	\$ 19,255.90	\$ 19,255.90	\$ -	\$ -
2	DC Storage	1937	3%	16,893.84	-	16,893.84	16,893.84	-	-
2A	DC Addition Storage	1937	3%	13,496.53	-	13,496.53	13,496.53	-	-
3	DC Oil & Grease	1937	3%	7,820.09	-	7,820.09	7,820.09	-	-
6	DC Metal Shed	1937	4%	2,369.96	-	2,369.96	2,369.96	-	-
7	DC Shop & Office	1955	2%	577,561.94	-	577,561.94	577,561.94	-	-
9	DC Radio	1961/1993	4%	7,725.62	-	7,725.62	7,725.62	-	(0.00)
11	DC New Storage	1968	3%	215,122.83	-	215,122.83	215,122.83	-	-
14	DC State Salt Storage	1988	4%	101,045.47	-	101,045.47	101,045.47	-	0.00
15*	DC Metal Storage	1990	4%	158,866.35	-	158,866.35	158,866.35	-	0.00
16	DC Lub Building	1992	4%	54,739.51	-	54,739.51	52,549.92	2,189.59	(0.00)
17*	DC American Salt	1992	4%	145,024.05	-	145,024.05	139,223.04	5,801.01	(0.00)
18*	DC Metal Storage	1993	4%	211,606.12	-	211,606.12	194,677.96	8,464.24	8,463.93
19*	DC Blacksmith Building	1997	4%	558,828.00	-	558,828.00	402,357.00	22,353.00	134,118.00
20*	DC State Salt Storage	2003	4%	325,068.26	-	325,068.26	156,032.76	13,002.73	156,032.77
	Total Duck Creek			\$ 2,415,424.47	\$ -	\$ 2,415,424.47	\$ 2,064,999.20	\$ 51,810.57	\$ 298,614.70

**BROWN COUNTY HIGHWAY DEPARTMENT
INVENTORY OF BUILDINGS-TOTAL
DECEMBER 31, 2016**

Building	Year Acquired	Percent Deprec.	Original Cost	2016 Additions	Total Costs	Prior Year Depreciation	2016 Depreciation	Book Value 12/31/16
Greenleaf								
Brick/Steel	1959	2%	103,150.09	-	103,150.09	103,150.09	-	-
Salt Storage	1970	5%	13,656.27	-	13,656.27	13,656.27	-	-
* State Salt Storage	2003	4%	175,620.85	-	175,620.85	84,297.96	7,024.83	84,298.06
Remodel Building	2003/04	4%	809,060.16	-	809,060.16	372,167.71	32,362.41	404,530.04
Total Greenleaf			1,101,487.37	-	1,101,487.37	573,272.03	39,387.24	488,828.10
Langes Corner								
Concrete Block	1940	3%	35,106.25	-	35,106.25	35,106.25	-	-
Steel Addition	1980	2%	375,602.18	-	375,602.18	270,402.06	7,512.04	97,688.08
Salt Storage	1974	5%	32,634.39	-	32,634.39	32,634.39	-	-
State Salt Addition	1988	4%	43,827.87	-	43,827.87	43,827.87	-	(0.00)
Total Langes Corner			487,170.69	-	487,170.69	381,970.57	7,512.04	97,688.08
New Franken								
Concrete Block	1949	3%	50,372.69	-	50,372.69	50,372.69	-	-
Salt Storage-County	1976	5%	30,236.53	-	30,236.53	30,236.53	-	-
Steel Shed	1988	4%	27,757.62	-	27,757.62	27,757.62	-	0.00
* State Salt Storage	2004	4%	118,580.24	-	118,580.24	52,175.31	4,743.21	61,661.72
Total New Franken			226,947.08	-	226,947.08	160,542.15	4,743.21	61,661.72
Total Duck Creek			2,415,424.47	-	2,415,424.47	2,064,999.20	51,810.57	298,614.70
Total All Buildings			\$ 4,231,029.61	\$ -	\$ 4,231,029.61	\$ 3,180,783.95	\$ 103,453.06	\$ 946,792.60

**BROWN COUNTY HIGHWAY DEPARTMENT
MACHINERY AND EQUIPMENT PURCHASED
YEAR 2016**

Unit No.	Type of Equipment	Cash	Trade-in Book Value	Total Cost	Unit No. Traded
240	Caterpillar 328D Excavator	\$ 109,000.00	\$ -	\$ 109,000.00	
259	Caterpillar TL1055C Telehandler	104,842.00	-	\$ 104,842.00	
165	Caterpillar CB34B Roller	49,711.00	-	\$ 49,711.00	
527	Chevrolet Silverado 2500	34,749.50	-	\$ 34,749.50	
510	Chevrolet Silverado 1500	31,802.50	-	31,802.50	
525	Chevrolet Silverado 1500	31,802.50	-	31,802.50	
540	Chevrolet Silverado 3500 Tipper	45,503.12	-	45,503.12	
542	Chevrolet Silverado 3500 Tipper	45,503.13	-	45,503.13	
593	Chevrolet Silverado 3500 Mechanic	100,055.50	-	100,055.50	
850	Monroe Right Wing	10,471.00	-	10,471.00	
706	County Built Spreader	4,839.28	-	4,839.28	
47	Used Tandem International Truck	44,400.00	-	44,400.00	
308	Concrete Screed	6,780.00	-	6,780.00	
526	Chevrolet Tahoe	39,938.00	-	39,938.00	
269	Load Trail Trailer	2,469.50	-	2,469.50	
659	John Deere Grass Mower 60IN	16,418.00	-	16,418.00	
337	Monroe Plow	7,222.00	-	7,222.00	
336	Monroe Plow	7,222.00	-	7,222.00	
670	Monroe Underbody Blade	9,467.00	-	9,467.00	
671	Monroe Underbody Blade	9,467.00	-	9,467.00	
851	Monroe Right Wing	8,105.00	-	8,105.00	
824	Monroe Right Wing	7,669.00	-	7,669.00	
832	Monroe Left Wing	7,669.00	-	7,669.00	
285	Programmable Message Board	11,249.75	-	11,249.75	
289	Programmable Message Board	11,249.75	-	11,249.75	
299	Programmable Message Board	11,249.75	-	11,249.75	
270	12' Look Element SE Trailer	3,065.50	500.00	3,565.50	159
241	Water Tank - Mounted	33,065.99	-	33,065.99	
823	County Built Spreader	1,940.39	1,005.00	2,945.39	730
752	County Built Spreader	10,074.10	-	10,074.10	
060	International Quad-Axle 7600 6x4	226,805.83	-	226,805.83	
062	International Quad-Axle 7600 6x4	226,805.83	-	226,805.83	
313	Generator	-	-	-	
	Additions and Major Repairs				
594	Cranemaster Service Body Added	62,482.00	-	62,482.00	
094	Final Setup Labor & Materials	20,080.47	-	20,080.47	
	Radio Equipment				
7.087	Kenwood Mobile Units (7)	5,311.25	-	5,311.25	
	Fuel Equipment				
	Shop Equipment				
				-	
	Office Equipment				
				-	
	Bituminous Equipment				
				-	
Totals		\$ 1,358,486.64	\$ 1,505.00	\$ 1,359,991.64	

Totals

**BROWN COUNTY HIGHWAY DEPARTMENT
MACHINERY AND EQUIPMENT SOLD
YEAR 2016**

[illegible]

4

1

**BROWN COUNTY HIGHWAY DEPARTMENT
SUMMARY OF EQUIPMENT INVENTORY
YEAR 2016**

Unit Number	Item	Original Cost	Prior Year Depreciation	2016 Depreciation	Book Value 12/31/16
1	Trucks & Cars	\$ 11,424,539.83	\$ 6,381,812.27	\$ 588,940.15	\$ 4,453,787.41
2	Tractors	708,193.00	350,282.07	35,585.00	322,325.93
3	Motorgraders	1,811,524.38	1,388,295.88	27,489.90	395,738.60
4	Maint & Construction	3,847,179.05	2,261,129.94	158,730.16	1,427,318.95
5	Bituminous	734,028.07	317,685.17	48,624.57	367,718.33
6	Snow Removal	1,958,192.33	1,138,914.28	94,254.24	725,023.81
7	Radio	149,228.74	84,003.73	7,481.92	57,743.09
8	Bulk Station	376,005.76	230,880.21	6,903.68	138,221.87
9	Shop Equipment	428,055.94	272,390.72	10,625.17	145,040.05
10	Office Equipment	223,137.45	132,006.53	13,266.98	77,863.94
11	Bituminous Operations	2,645,344.22	88,930.57	74,613.77	2,481,799.88
	Totals	\$ 24,305,428.77	\$ 12,646,331.37	\$ 1,066,515.54	\$ 10,592,581.86

Depreciation-Units Disposed/Traded/Sold
Total 2016 Depreciation

14,154.00
\$ 1,080,669.54

BROWN COUNTY PUBLIC WORKS MACHINERY EQUIPMENT INVENTORY 12/31/2016

GL Account	EQ#	Description	Class	Date Acquired	Total Cost	PY Depreciation	CY Depreciation	Book Value	Status	Act
1620.101	001	INTERNATIONAL QUADAXLE 7600 6X4	1128	04-24-13	211,998.63	47,552.42	20,022.07	144,424.14	OK	Y
1620.101	002	OSHKOSH TRUCK	112	01-03-83	78,962.00	69,360.00	0.00	9,602.00	OK	Y
1620.101	003	INTERNATIONAL QUADAXLE 7600 6X4	1128	05-09-13	211,998.63	46,718.16	20,022.07	145,258.40	OK	Y
1620.101	004	INTERNATIONAL QUADAXLE	1128	11-01-09	168,097.13	97,902.13	15,876.00	54,319.00	OK	Y
1620.101	005	INTERNATIONAL QUADAXLE	1128	11-01-09	165,112.14	96,162.14	15,594.00	53,356.00	OK	Y
1620.101	006	INTERNATIONAL QUADAXLE	1128	11-01-09	161,132.13	93,871.13	15,218.00	52,043.00	OK	Y
1620.101	007	OSHKOSH 10 TON	112	11-17-59	18,894.00	17,005.00	0.00	1,889.00	OK	Y
1620.101	008	OSHKOSH 10 TON	112	02-07-62	20,265.00	18,238.00	0.00	2,027.00	OK	Y
1620.101	009	INTERNATIONAL TRI AXLE	1118	04-02-02	109,432.00	93,032.00	0.00	16,400.00	OK	Y
1620.101	010	IH QUADAXLE TRUCK	1128	11-01-10	180,139.38	87,900.38	17,013.00	75,226.00	OK	Y
1620.101	011	INTERNATIONAL TRI AXLE	1118	04-02-02	109,393.00	92,993.00	0.00	16,400.00	OK	Y
1620.101	012	INTERNATIONAL TRI AXLE	1118	05-14-96	72,589.36	66,099.36	0.00	6,490.00	OK	Y
1620.101	013	INTERNATIONAL TRI AXLE	1118	11-23-05	128,843.13	109,520.13	0.00	19,323.00	OK	Y
1620.101	014	INTERNATIONAL TRI AXLE	1118	03-07-00	102,555.00	87,155.00	0.00	15,400.00	OK	Y
1620.101	015	INTERNATIONAL QUAD AXLE	1128	11-01-10	173,139.38	84,485.38	16,352.00	72,302.00	OK	Y
1620.101	016	INTERNATIONAL TRUCK	1128	11-01-10	173,139.38	84,485.38	16,352.00	72,302.00	OK	Y
1620.101	017	INTERNATIONAL QUAD AXLE	1128	11-01-10	164,139.38	80,093.38	15,502.00	68,544.00	OK	Y
1620.101	018	INTERNATIONAL TRIAXLE	1118	05-13-97	93,447.34	79,430.34	0.00	14,017.00	OK	Y
1620.101	019	INTERNATIONAL TRIAXLE	1118	05-13-97	93,447.34	79,430.34	0.00	14,017.00	OK	Y
1620.101	021	INTERNATIONAL TRIAXLE	1118	11-23-05	128,843.13	109,517.13	0.00	19,326.00	OK	Y
1620.101	022	INTERNATIONAL QUADAXLE	1128	11-01-11	191,579.60	75,392.60	18,094.00	98,093.00	OK	Y
1620.101	023	INTERNATIONAL QUADAXLE	1128	11-01-08	160,462.79	108,611.79	15,155.00	36,696.00	OK	Y
1620.101	024	INTERNATIONAL QUADAXLE	1128	11-01-08	160,462.79	108,611.79	15,155.00	36,696.00	OK	Y
1620.101	025	INTERNATIONAL TRIAXLE	1118	03-07-00	108,567.00	92,567.00	0.00	16,000.00	OK	Y
1620.101	026	INTERNATIONAL TRIAXLE	1118	11-01-08	157,212.80	106,410.80	14,848.00	35,954.00	OK	Y
1620.101	027	INTERNATIONAL QUADAXLE	1128	07-20-15	241,805.19	0.00	22,837.13	218,968.06	OK	Y
1620.101	028	INTERNATIONAL QUADAXLE	1128	07-20-15	241,805.19	0.00	22,837.13	218,968.06	OK	Y
1620.101	029	INTERNATIONAL TRIAXLE	1118	11-23-05	127,545.13	108,413.13	0.00	19,132.00	OK	Y
1620.101	030	INTERNATIONAL TRIAXLE	1118	12-01-06	143,445.22	121,928.22	0.00	21,517.00	OK	Y
1620.101	031	INTERNATIONAL QUADAXLE 7600 6X4	1128	06-17-13	179,129.44	42,999.20	16,917.72	119,212.52	OK	Y
1620.101	032	INTERNATIONAL TRIAXLE	1118	12-01-06	139,944.22	118,952.22	0.00	20,992.00	OK	Y
1620.101	033	INTERNATIONAL TRIAXLE	1118	12-31-99	117,496.00	99,871.00	0.00	17,625.00	OK	Y
1620.101	034	INTERNATIONAL TRIAXLE	1118	11-01-07	141,942.67	109,482.00	11,169.67	21,291.00	OK	Y
1620.101	035	INTERNATIONAL TRIAXLE	1118	11-01-07	138,043.67	106,469.00	10,867.67	20,707.00	OK	Y
1620.101	036	INTERNATIONAL TRIAXLE	1118	11-01-07	138,043.67	106,469.00	10,867.67	20,707.00	OK	Y
1620.101	037	INTERNATIONAL TRIAXLE	718	12-31-04	235,860.02	213,843.12	0.00	22,016.90	OK	Y
1620.101	038	INTERNATIONAL TRIAXLE	1118	12-01-06	139,944.22	118,952.22	0.00	20,992.00	OK	Y
1620.101	039	INTERNATIONAL TRIAXLE	1118	06-30-98	100,617.00	85,617.00	0.00	15,000.00	OK	Y
1620.101	040	INTERNATIONAL TRIAXLE	1118	12-31-04	146,460.02	124,491.02	0.00	21,969.00	OK	Y
1620.101	041	INTERNATIONAL TRIAXLE	1118	03-07-00	108,519.00	92,519.00	0.00	16,000.00	OK	Y
1620.101	045	INTERNATIONAL TANDEM TRUCK	118	04-17-12	170,173.76	59,600.22	16,071.97	94,501.57	OK	Y
1620.101	046	INTERNATIONAL TANDEM TRUCK	118	04-17-12	170,173.76	59,600.22	16,071.97	94,501.57	OK	Y
1620.101	047	INTERNATIONAL TRUCK	118	07-27-16	44,400.00	0.00	1,747.22	42,652.78	OK	Y
1620.101	048	INTERNATIONAL TRIAXLE	1118	06-30-98	100,772.00	85,772.00	0.00	15,000.00	OK	Y
1620.101	049	INTERNATIONAL TANDEM-AXLE TRUCK	118	11-01-11	180,353.10	70,971.10	17,033.00	92,349.00	OK	Y
1620.101	050	INTERNATIONAL TANDEM	118	09-04-01	101,175.00	86,000.00	0.00	15,175.00	OK	Y
1620.101	051	INTERNATIONAL TANDEM	118	11-13-89	70,544.00	59,962.00	0.00	10,582.00	OK	Y
1620.101	052	MB PAVEMENT MARKING TRUCK	950	06-11-96	176,145.00	150,145.00	0.00	26,000.00	OK	Y

BROWN COUNTY PUBLIC WORKS MACHINERY EQUIPMENT INVENTORY 12/31/2016

GL Account	EQ#	Description	Class	Date Acquired	Total Cost	PY Depreciation	CY Depreciation	Book Value	Status	Act
1620.101	053	INTERNATION TANDEM TRUCK	118	12-31-03	112,447.30	95,580.20	0.00	16,867.10	OK	Y
1620.101	054	GMC TRUCK	106	05-22-89	29,250.00	27,279.00	0.00	1,971.00	OK	Y
1620.101	055	INTERNATIONAL TANDEM	118	12-31-03	112,447.30	95,580.20	0.00	16,867.10	OK	Y
1620.101	058	INTERNATIONAL TANDEM	118	12-31-99	109,404.00	93,004.00	0.00	16,400.00	OK	Y
1620.101	059	INTERNATIONAL TRUCK	118	12-31-99	105,403.00	89,603.00	0.00	15,800.00	OK	Y
1620.101	060	INTERNATIONAL QUAD-AXLE 7600 6X4	1128	06-14-16	226,805.83	0.00	1,785.04	225,020.79	OK	Y
1620.101	062	INTERNATIONAL QUAD-AXLE 7600 6X4	1128	06-14-16	226,805.83	0.00	1,785.04	225,020.79	OK	Y
1620.101	063	INTERNATIONAL QUAD-AXLE 7600 SBA 6X4	1128	08-04-14	217,604.85	27,402.05	20,551.54	169,651.26	OK	Y
1620.101	064	INTERNATIONAL QUAD-AXLE 7600 SBA 6X4	1128	08-04-14	217,604.85	27,402.05	20,551.54	169,651.26	OK	Y
1620.101	065	CHEVROLET TRUCK	101	12-31-91	11,500.00	9,775.00	0.00	1,725.00	OK	Y
1620.101	069	FORD TRUCK	954	11-22-94	100,457.00	85,389.00	0.00	15,068.00	OK	Y
1620.101	073	INTERNATIONAL TRUCK - FUEL	106	10-23-05	120,761.79	102,647.79	0.00	18,114.00	OK	Y
1620.101	075	INTERNATIONAL TRUCK	954	06-30-05	135,186.54	114,908.54	0.00	20,278.00	OK	Y
1620.101	084	INTERNATIONAL TRUCK	106	09-26-95	44,604.00	37,914.00	0.00	6,690.00	OK	Y
1620.101	086	INTERNATIONAL TRUCK	106	09-26-95	47,872.00	40,692.00	0.00	7,180.00	OK	Y
1620.101	087	INTERNATIONAL TRUCK	106	06-02-94	41,376.66	35,089.66	0.00	6,287.00	OK	Y
1620.101	089	INTERNATIONAL TRUCK	106	06-02-94	41,280.67	35,088.67	0.00	6,192.00	OK	Y
1620.101	090	INTERNATIONAL SINGLE AXLE TRUCK	106	07-23-90	53,075.00	45,114.00	0.00	7,961.00	OK	Y
1620.101	091	INTERNATIONAL SINGLE-AXLE TRUCK	106	11-01-11	148,050.20	52,433.20	12,584.00	83,033.00	OK	Y
1620.101	092	INTERNATIONAL TRUCK	106	11-01-07	109,144.27	75,762.00	9,277.00	24,105.27	OK	Y
1620.101	093	INTERNATIONAL SINGLE-AXLE TRUCK	106	03-12-12	128,743.76	41,493.04	10,943.22	76,307.50	OK	Y
1620.101	094	INTERNATIONAL SINGLE-AXLE TRUCK	106	06-10-15	186,216.71	8,826.02	15,828.37	161,562.32	OK	Y
1620.101	500	1/2 TON PICKUP TRUCK-DH	120	03-26-15	30,204.50	3,209.19	4,278.92	22,716.39	OK	Y
1620.101	501	FORD CROWN VIC SEDAN	114	05-01-08	21,443.50	18,227.50	0.00	3,216.00	OK	Y
1620.101	504	CHEVROLET PICKUP	101	05-01-11	24,683.50	16,319.50	3,497.00	4,867.00	OK	Y
1620.101	509	CHEVROLET VAN - ENGINEERING	119	06-02-98	21,298.00	18,098.00	0.00	3,200.00	OK	Y
1620.101	510	1/2 TON HD PICKUP TRUCK	120	02-23-16	31,802.50	0.00	3,754.51	28,047.99	OK	Y
1620.101	511	2012 CHEVY SILVERADO	120	02-26-13	26,993.00	7,223.10	2,549.33	17,220.57	OK	Y
1620.101	512	CHEVROLET PICKUP TRUCK	101	03-01-09	25,511.50	21,684.50	0.00	3,827.00	OK	Y
1620.101	513	CHEVROLET PICKUP	101	03-01-09	25,511.50	21,684.50	0.00	3,827.00	OK	Y
1620.101	514	CHEVROLET PICKUP	101	03-27-01	23,603.00	20,053.00	0.00	3,550.00	OK	Y
1620.101	515	1/23 TON PICKUP TRUCK-BW	101	03-26-15	30,204.50	3,209.19	4,278.92	22,716.39	OK	Y
1620.101	516	GMC PICKUP	101	03-31-03	22,906.00	19,470.00	0.00	3,436.00	OK	Y
1620.101	517	GMC PICKUP	101	06-01-07	21,208.00	18,027.00	0.00	3,181.00	OK	Y
1620.101	518	SILVERADO 2WD CREW CAB PICKUP	101	02-27-14	34,185.50	8,878.68	4,842.92	20,463.90	OK	Y
1620.101	519	SILVERADO 2WD CREW CAB PICKUP	101	02-27-14	34,185.50	8,878.68	4,842.92	20,463.90	OK	Y
1620.101	520	SILVERADO 2WD CREW CAB PICKUP	101	03-06-14	34,185.50	8,878.68	4,842.92	20,463.90	OK	Y
1620.101	521	SILVERADO 2WD CREW CAB PICKUP	101	03-06-14	34,185.50	8,878.68	4,842.92	20,463.90	OK	Y
1620.101	522	SILVERADO 4WD EXT CAB PICKUP	101	02-27-14	29,049.50	7,544.93	4,115.42	17,389.15	OK	Y
1620.101	523	SILVERADO 4WD EXT CAB PICKUP	101	02-27-14	29,049.50	7,544.93	4,115.42	17,389.15	OK	Y
1620.101	524	CHEVROLET IMPALA	114	02-28-14	15,993.00	4,153.73	2,265.67	9,573.60	OK	Y
1620.101	525	1/2 TON HD PICKUP TRUCK-SUP	120	02-23-16	31,802.50	0.00	3,754.51	28,047.99	OK	Y
1620.101	526	CHEVROLET TAHOE ENG	119	06-02-16	39,938.00	0.00	3,960.60	35,977.40	OK	Y
1620.101	527	CHEVY SILVERADO 2500	101	04-26-16	34,749.50	0.00	3,281.95	31,467.55	OK	Y
1620.101	532	SILVERADO 4WD REG CAB TIRE TRUCK	101	12-31-01	101,567.74	25,180.38	14,388.79	61,998.57	OK	Y
1620.101	534	2012 DODGE CARIVAN	119	01-03-13	19,520.00	9,955.20	3,318.40	6,246.40	OK	Y
1620.101	537	CHEVROLET PICKUP	101	08-01-00	18,250.00	15,550.00	0.00	2,700.00	OK	Y
1620.101	538	FORD AERIAL LIFT TRUCK -ELECTRICIAN	970	03-13-01	84,642.00	71,946.00	0.00	12,696.00	OK	Y

BROWN COUNTY PUBLIC WORKS MACHINERY EQUIPMENT INVENTORY 12/31/2016

GL Account	EQ#	Description	Class	Date Acquired	Total Cost	PY Depreciation	CY Depreciation	Book Value	Status	Act
1620.101	539	CHEVY SILVERADO 1500 4WD EXT CAB TRK-B	101	01-15-13	26,188.00	10,975.42	3,710.00	11,502.58	OK	Y
1620.101	540	CHEVY SILVERADO TIPPER TRUCK	101	03-07-16	45,503.12	0.00	5,371.96	40,131.16	OK	Y
1620.101	542	CHEVY SILVERADO TIPPER TRUCK	101	03-23-16	45,503.13	0.00	5,371.96	40,131.17	OK	Y
1620.101	546	CHEVROLET DUMP TRUCK	101	06-27-00	28,383.00	24,183.00	0.00	4,200.00	OK	Y
1620.101	549	GMC 1 TON DUMP TRUCK	101	05-10-06	28,844.24	24,517.24	0.00	4,327.00	OK	Y
1620.101	550	GMC 1 TON DUMP TRUCK	101	05-10-06	28,844.24	24,517.24	0.00	4,327.00	OK	Y
1620.101	551	CHEVROLET 1 TON DUMP TRUCK	101	08-01-08	33,830.00	28,755.00	0.00	5,075.00	OK	Y
1620.101	552	CHEV 3500	101	06-01-09	32,168.94	27,343.94	0.00	4,825.00	OK	Y
1620.101	553	CHEVROLET 1 TON DUMP TRUCK	101	06-01-09	32,168.94	27,343.94	0.00	4,825.00	OK	Y
1620.101	554	CHEVROLET 1 TON DUMP TRUCK	101	06-01-09	32,168.93	27,343.93	0.00	4,825.00	OK	Y
1620.101	555	CHEVROLET 1 TON DUMP TRUCK	101	09-01-10	32,627.76	24,650.76	3,083.00	4,894.00	OK	Y
1620.101	556	CHEVROLET 1 TON DUMP TRUCK	101	09-01-10	32,627.76	24,650.76	3,083.00	4,894.00	OK	Y
1620.101	557	2013 CHEVY SILVERADO 3500	9275	04-08-13	34,138.00	13,299.60	4,836.22	16,002.18	OK	Y
1620.101	558	2013 CHEVY SILVERADO 3500	9275	04-08-13	29,351.00	11,434.50	4,158.00	13,758.50	OK	Y
1620.101	561	GMC 2500 HD TRUCK	101	06-01-04	22,216.00	18,884.00	0.00	3,332.00	OK	Y
1620.101	562	3/4 TON 4X4 PICKUP TRUCK SIGN SHOP	101	04-01-13	30,097.00	11,725.09	4,263.67	14,108.24	OK	Y
1620.101	563	FORD F250 TRUCK	101	02-20-01	23,539.00	20,014.00	0.00	3,525.00	OK	Y
1620.101	564	FORD F250	101	02-20-01	23,539.00	20,014.00	0.00	3,525.00	OK	Y
1620.101	565	2001 FORD F250	101	02-20-01	23,523.00	19,998.00	0.00	3,525.00	OK	Y
1620.101	566	FORD F250 TRUCK	101	02-20-01	23,524.00	19,999.00	0.00	3,525.00	OK	Y
1620.101	570	FORD F250	101	05-28-02	21,229.00	18,049.00	0.00	3,180.00	OK	Y
1620.101	571	FORD F250 - BUILDING MAINTENANCE	101	05-28-02	21,229.00	18,049.00	0.00	3,180.00	OK	Y
1620.101	572	GMC 2500 - TRAFFIC	101	06-01-06	25,762.54	21,898.54	0.00	3,864.00	OK	Y
1620.101	573	GMC 2500 1 TON DUMP TRUCK	101	06-14-04	25,511.00	21,684.00	0.00	3,827.00	OK	Y
1620.101	574	GMC 2500 1 TON DUMP TRUCK	101	06-14-04	28,614.00	24,321.90	0.00	4,292.10	OK	Y
1620.101	575	GMC 1 TON DUMP TRUCK	101	10-01-07	28,986.00	24,638.00	0.00	4,348.00	OK	Y
1620.101	576	GMC 1 TON DUMP TRUCK	101	06-14-04	26,592.35	22,603.35	0.00	3,989.00	OK	Y
1620.101	577	GMC 1 TON DUMP TRUCK	101	04-11-05	26,190.00	22,262.00	0.00	3,928.00	OK	Y
1620.101	578	GMC 1 TON DUMP TRUCK	101	04-11-05	26,190.00	22,262.00	0.00	3,928.00	OK	Y
1620.101	579	CHEVROLET 1 TON DUMP TRUCK	101	04-25-06	29,680.13	25,228.13	0.00	4,452.00	OK	Y
1620.101	580	CHEVROLET 1 TON DUMP TRUCK	101	04-25-06	29,680.13	25,228.13	0.00	4,452.00	OK	Y
1620.101	581	CHEVROLET 2500 1 TON DUMP TRUCK	101	04-25-06	27,633.64	23,488.64	0.00	4,145.00	OK	Y
1620.101	582	GMC 2500 - TRAFFIC	101	04-11-05	23,531.92	20,001.92	0.00	3,530.00	OK	Y
1620.101	584	CHEVROLET 3500 - MECHANIC SHOP	101	07-01-97	30,843.00	26,848.00	0.00	3,995.00	OK	Y
1620.101	585	CHEVROLET 3500 - MECHANIC SHOP	101	07-01-97	30,843.00	26,218.00	0.00	4,625.00	OK	Y
1620.101	592	CHEVROLET 2500HD - TRAFFIC	101	09-01-10	33,588.76	25,381.76	3,169.00	5,038.00	OK	Y
1620.101	593	CHEVY SILVERADO 3500 MECHANIC TRUCK	101	03-07-16	100,055.50	0.00	2,362.43	97,693.07	OK	Y
1620.101	594	2015 CHEVY SILVERADO - MECHANIC TRUCK	101	04-15-15	98,073.50	3,571.48	13,893.75	80,608.27	OK	Y
1620.101	595	GMC 2500 HD 1 TON	101	06-01-07	25,787.00	21,919.00	0.00	3,868.00	OK	Y
1620.101	597	GMC 3500 - MECHANIC SHOP	101	06-01-07	44,861.00	38,132.00	0.00	6,729.00	OK	Y
1620.101	598	CHEVROLET 3500 HD	101	09-01-10	39,968.76	30,197.76	3,776.00	5,995.00	OK	Y
1620.101					11,424,539.83	6,381,812.27	588,940.15	4,453,787.41		

1620.102	140	DOZER MAKE AA	216	01-30-14	133,227.00	20,761.22	11,324.30	101,141.48	OK	Y
1620.102	141	CATERPILLAR GRADER	219	04-02-91	218,542.00	185,761.00	0.00	32,781.00	OK	Y
1620.102	142	SKID LOADER	215	03-29-13	54,208.00	12,671.18	4,607.70	36,929.12	OK	Y
1620.102	143	JOHN DEERE 650J	216	01-01-07	56,086.00	42,906.00	4,767.00	8,413.00	OK	Y
1620.102	144	CATERPILLAR D6	217	01-01-98	71,000.00	60,350.00	0.00	10,650.00	OK	Y

BROWN COUNTY PUBLIC WORKS

MACHINERY EQUIPMENT INVENTORY 12/31/2016

GL Account	EQ#	Description	Class	Date Acquired	Total Cost	PY Depreciation	CY Depreciation	Book Value	Status	Act
1620.102	148	BOBCAT RUBBER TRACK	215	12-31-09	35,130.00	17,916.00	2,986.00	14,228.00	OK	Y
1620.102	149	CATERPILLAR D5 DOZER	217	03-01-15	140,000.00	9,916.67	11,900.00	118,183.33	OK	Y

1620.102					708,193.00	350,282.07	35,585.00	322,325.93		
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1620.103	101	CATERPILLAR - 6	308	08-08-05	113,258.38	96,269.38	0.00	16,989.00	OK	Y
1620.103	102	JOHN DEERE GRADER	308	03-23-87	95,344.00	81,043.00	0.00	14,301.00	OK	Y
1620.103	103	GALION GRADER	308	01-25-88	97,482.00	82,860.00	0.00	14,622.00	OK	Y
1620.103	104	CATERPILLAR GRADER	308	03-06-89	118,233.00	100,498.00	0.00	17,735.00	OK	Y
1620.103	105	JOHN DEERE GRADER	308	01-01-11	158,434.00	67,319.00	13,470.00	77,645.00	OK	Y
1620.103	106	CATERPILLAR GRADER	308	12-21-89	141,948.00	120,648.00	0.00	21,300.00	OK	Y
1620.103	107	JOHN DEERE GRADER	308	03-21-85	86,675.00	73,675.00	0.00	13,000.00	OK	Y
1620.103	108	GALION GRADER	308	05-15-86	98,170.00	83,445.00	0.00	14,725.00	OK	Y
1620.103	109	JOHN DEERE GRADER	308	03-03-98	156,503.00	133,003.00	0.00	23,500.00	OK	Y
1620.103	110	CATERPILLAR GRADER	308	12-22-89	122,611.00	104,219.00	0.00	18,392.00	OK	Y
1620.103	111	JOHN DEERE GRADER	308	06-18-03	169,334.00	143,933.90	0.00	25,400.10	OK	Y
1620.103	112	JOHN DEERE GRADER	308	11-02-82	102,400.00	87,040.00	0.00	15,360.00	OK	Y
1620.103	114	2009 JOHN DEERE GRADER	308	01-04-12	164,940.00	56,079.60	14,019.90	94,840.50	OK	Y
1620.103	129	CATERPILLAR GRADER	307	10-12-76	61,551.00	52,318.00	0.00	9,233.00	OK	Y
1620.103	136	JOHN DEERE	307	05-06-80	69,994.00	59,495.00	0.00	10,499.00	OK	Y
1620.103	137	FIAT ALLIS GRADER	302	05-11-87	54,647.00	46,450.00	0.00	8,197.00	OK	Y

1620.103					1,811,524.38	1,388,295.88	27,489.90	395,738.60		
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1620.104	160	CATERPILLAR SHEEPSFOOT ROLLER	534	01-01-05	87,300.00	74,205.00	0.00	13,095.00	OK	Y
1620.104	166	CAT PNEUMATIC ROLLER	532	01-14-15	69,311.00	5,645.93	5,891.40	57,773.67	OK	Y
1620.104	194	ASPHALT ROUTER	938	06-12-15	12,236.00	1,126.78	2,080.20	9,029.02	OK	Y
1620.104	195	ASPHALT ROUTER	938	06-12-15	12,236.00	1,126.78	2,080.20	9,029.02	OK	Y
1620.104	200	CATERPILLAR LOADER	208	04-25-05	57,224.72	37,182.72	0.00	20,042.00	OK	Y
1620.104	201	CATERPILLAR LOADER	208	04-25-05	57,224.72	37,182.72	0.00	20,042.00	OK	Y
1620.104	202	CATERPILLAR LOADER	208	04-25-05	57,224.72	37,182.72	0.00	20,042.00	OK	Y
1620.104	205	BROCE SWEEPER BROOM	434	06-01-07	41,814.00	30,211.00	3,554.00	8,049.00	OK	Y
1620.104	206	ELGIN SWEEPER	435	07-23-02	134,880.00	114,680.00	0.00	20,200.00	OK	Y
1620.104	207	LIEBHERR EXCAVATOR	557	11-27-01	179,555.00	152,555.00	0.00	27,000.00	OK	Y
1620.104	208	VOLVO HAUL TRUCK	546	01-01-01	111,962.00	95,162.00	0.00	16,800.00	OK	Y
1620.104	209	VOLVO HAUL TRUCK	546	01-01-01	111,962.00	95,162.00	0.00	16,800.00	OK	Y
1620.104	210	SCHWARZE SWEEPER	435	10-01-08	159,741.01	98,455.01	13,580.00	47,706.00	OK	Y
1620.104	211	JOHN DEERE LOADER	208	07-31-09	127,143.35	69,346.35	10,807.00	46,990.00	OK	Y
1620.104	212	CATERPILLAR LOADER	208	01-01-09	76,250.00	45,369.00	6,481.00	24,400.00	OK	Y
1620.104	213	VOLVO HAUL TRUCK	546	01-01-06	90,462.00	76,892.00	0.00	13,570.00	OK	Y
1620.104	214	JOHN DEERE EXCAVATOR	559	01-01-06	141,867.00	120,587.00	0.00	21,280.00	OK	Y
1620.104	215	TRANSPORT TRAILER	496	08-14-79	28,616.00	24,324.00	0.00	4,292.00	OK	Y
1620.104	216	JOHN DEERE LOADER	208	01-01-10	100,309.00	51,156.00	8,526.00	40,627.00	OK	Y
1620.104	217	CATERPILLAR SKID LOADER	205	04-25-05	8,315.00	3,697.00	0.00	4,618.00	OK	Y
1620.104	218	VOLVO EXCAVATOR	559	01-01-08	159,160.00	106,835.60	14,225.20	38,099.20	OK	Y
1620.104	219	BOBCAT TILLER	9114	06-13-95	3,040.91	2,584.91	0.00	456.00	OK	Y
1620.104	220	JOHN DEERE LOADER	208	06-01-11	137,791.00	52,704.00	11,712.00	73,375.00	OK	Y
1620.104	221	BRILLION SEEDER	9048	09-05-00	4,215.00	3,615.00	0.00	600.00	OK	Y
1620.104	223	ROCK RAKE	9113	04-28-04	4,464.00	3,794.00	0.00	670.00	OK	Y
1620.104	224	BOBCAT ROCK RAKE	9113	04-29-13	5,990.00	1,357.87	509.20	4,122.93	OK	Y

BROWN COUNTY PUBLIC WORKS MACHINERY EQUIPMENT INVENTORY 12/31/2016

GL Account	EQ#	Description	Class	Date Acquired	Total Cost	PY Depreciation	CY Depreciation	Book Value	Status	Act
1620.104	225	KABELCO EXCAVATOR	559	09-02-14	4,000.00	453.33	340.00	3,206.67	OK	Y
1620.104	226	GILL PULVERIZER	9038	07-15-80	996.00	847.00	0.00	149.00	OK	Y
1620.104	227	ATI PRE-SEEDER	9114	06-25-96	5,488.00	4,663.00	0.00	825.00	OK	Y
1620.104	230	WATER TANK - MOUNTED	9256	11-01-10	15,674.21	8,602.21	1,665.00	5,407.00	OK	Y
1620.104	231	AGROMATIC BEDDING CHOPPER	9012	01-19-93	1,986.00	1,688.00	0.00	298.00	OK	Y
1620.104	233	WELLS CARGO FIELD OFFICE	939	05-25-93	7,588.00	6,450.00	0.00	1,138.00	OK	Y
1620.104	234	DRESSER LOADER	208	03-06-89	81,583.00	69,346.00	0.00	12,237.00	OK	Y
1620.104	235	FIELD OFFICE - WABASH TRAILER	939	06-17-14	3,874.50	329.35	219.57	3,325.58	OK	Y
1620.104	236	WABASH FIELD OFFICE TRAILER	939	06-17-14	3,874.50	329.35	219.57	3,325.58	OK	Y
1620.104	237	BOBCAT MILLING HEAD PLANER	719	04-29-13	11,050.00	2,504.67	939.25	7,606.08	OK	Y
1620.104	238	BOBCAT ANGLE BROOM	431	03-29-13	4,902.00	1,145.93	416.70	3,339.37	OK	Y
1620.104	239	POWER SCREEN PLANT	918T	01-05-15	132,429.37	10,787.51	11,256.54	110,385.32	OK	Y
1620.104	240	CATERPILLAR 328D EXCAVATOR	559	01-05-16	109,000.00	0.00	9,265.00	99,735.00	OK	Y
1620.104	241	WATER TANK - MOUNTED	9256	12-31-16	33,065.99	0.00	878.31	32,187.68	OK	Y
1620.104	242	UNIVERSAL PLANER	719	04-25-95	9,430.47	8,015.47	0.00	1,415.00	OK	Y
1620.104	243	BOBCAT SKIDSTEER	222	03-04-15	42,837.00	3,034.25	3,641.10	36,161.65	OK	Y
1620.104	244	SCHUETTE TRAILER - PAVER LOADER	493	04-25-95	3,518.50	2,991.50	0.00	527.00	OK	Y
1620.104	245	BOBCAT ANGLE BROOM	431	03-04-15	4,394.00	311.25	373.50	3,709.25	OK	Y
1620.104	246	BROCKMAN TRAILER - BRIDGE CREW	493	12-15-92	3,423.53	2,910.53	0.00	513.00	OK	Y
1620.104	247	VERMEER STUMP CUTTER	9150	03-03-81	19,230.00	16,345.00	0.00	2,885.00	OK	Y
1620.104	248	TANDEM TRAILER - ROLLER	493	06-30-95	5,604.76	4,764.76	0.00	840.00	OK	Y
1620.104	249	GEHL SKID LOADER	206	05-01-05	22,447.00	19,080.00	0.00	3,367.00	OK	Y
1620.104	250	BOBCAT HYDRAULIC BREAKER	9054	08-17-99	1,887.80	1,602.80	0.00	285.00	OK	Y
1620.104	251	TWO WHEEL TRAILER - CONCRETE SAW	491	10-01-98	3,368.35	2,868.35	0.00	500.00	OK	Y
1620.104	252	TWO WHEEL TRAILER - GRINDER	491	06-30-95	3,424.66	2,924.66	0.00	500.00	OK	Y
1620.104	253	LINCOLN WELDER	805	05-12-92	2,261.00	1,922.00	0.00	339.00	OK	Y
1620.104	254	BOBCAT BREAKER ATTACHMENT	9054	07-01-08	5,869.00	3,750.00	500.00	1,619.00	OK	Y
1620.104	256	TENNANT ROUTER AND JOINT CLEANER	938	07-22-68	2,642.28	2,246.28	0.00	396.00	OK	Y
1620.104	257	HYDRA-HAMMER	9354	05-16-88	37,722.00	32,064.00	0.00	5,658.00	OK	Y
1620.104	258	BOBCAT POST PUSHER ATTACHMENT	942	07-01-08	6,000.00	3,188.00	425.00	2,387.00	OK	Y
1620.104	259	TELEHANDLER	9351	03-25-16	104,842.00	0.00	6,683.70	98,158.30	OK	Y
1620.104	261	TRAILER-BACKHOE	493	08-25-05	16,140.00	13,719.00	0.00	2,421.00	OK	Y
1620.104	262	INGERSOLL-RAND AIR COMPRESSOR	402	04-04-95	11,737.00	9,977.00	0.00	1,760.00	OK	Y
1620.104	263	TRAILER- MOWERS	491	05-01-82	455.60	387.60	0.00	68.00	OK	Y
1620.104	265	MUDJACK TRAILER	491	07-01-96	2,124.44	1,804.44	0.00	320.00	OK	Y
1620.104	266	AIRPLACO MUDJACK	912	12-04-89	7,388.00	6,280.00	0.00	1,108.00	OK	Y
1620.104	268	TRAILER	491	07-01-93	2,444.12	2,077.12	0.00	367.00	OK	Y
1620.104	269	LOAD TRAIL TRAILER	491	07-19-16	2,469.50	0.00	87.48	2,382.02	OK	Y
1620.104	270	12FT TRAILER - ELECTRICIANS	491	09-15-16	3,565.50	0.00	75.76	3,489.74	OK	Y
1620.104	272	INGERSOLL-RAND AIR COMPRESSOR	402	05-08-01	12,042.65	10,242.65	0.00	1,800.00	OK	Y
1620.104	273	AIR COMPRESSOR	402	08-03-11	16,200.00	6,082.00	1,377.00	8,741.00	OK	Y
1620.104	274	HONDA GNERATOR	805	06-28-04	1,345.00	1,104.00	40.00	201.00	OK	Y
1620.104	275	TRAILER KING TRAILER	493	04-30-90	6,995.00	5,946.00	0.00	1,049.00	OK	Y
1620.104	276	HYSTER TRAILER - CAT	493	10-30-78	9,697.00	8,242.00	0.00	1,455.00	OK	Y
1620.104	277	TRAIL KING TRAILER	493	07-29-97	25,440.00	21,640.00	0.00	3,800.00	OK	Y
1620.104	278	RUGGED ROAD TRAILER - BROOM	493	10-24-00	3,350.00	2,850.00	0.00	500.00	OK	Y
1620.104	279	VIBRATOR COMPACTOR	906	05-11-11	6,539.00	2,615.00	581.00	3,343.00	OK	Y
1620.104	280	ROUTER TRAILER	491	10-01-01	1,450.78	1,250.78	0.00	200.00	OK	Y

BROWN COUNTY PUBLIC WORKS

MACHINERY EQUIPMENT INVENTORY 12/31/2016

GL Account	EQ#	Description	Class	Date Acquired	Total Cost	PY Depreciation	CY Depreciation	Book Value	Status	Act
1620.104	281	TRAIL KING TRAILER	496	09-24-02	58,000.00	49,300.00	0.00	8,700.00	OK	Y
1620.104	282	WACKER PLATE COMPACTOR	906	08-27-02	6,295.00	5,350.00	0.00	945.00	OK	Y
1620.104	283	PAVEMENT REPAIR TRAILER	493	04-08-03	8,418.47	7,155.70	0.00	1,262.77	OK	Y
1620.104	284	INGERSOLL-RAND AIR COMPRESSOR	402	03-29-05	11,999.00	10,199.00	0.00	1,800.00	OK	Y
1620.104	285	PROGRAMMABLE MESSAGE BOARD LIGHT RE	958	10-26-16	11,249.75	0.00	159.36	11,090.39	OK	Y
1620.104	286	SKID STEER TRAILER	493	09-30-11	9,029.00	3,200.00	768.00	5,061.00	OK	Y
1620.104	287	SKID STEER TRAILER	493	09-30-11	9,029.00	3,200.00	768.00	5,061.00	OK	Y
1620.104	288	SKID STEER TRAILER	493	09-30-11	9,029.00	3,200.00	768.00	5,061.00	OK	Y
1620.104	289	PROGRAMMABLE MESSAGE BOARD LIGHT RE	958	10-26-16	11,249.75	0.00	159.36	11,090.39	OK	Y
1620.104	292	SIGNAL ARROW BOARD	910	08-14-89	3,140.00	2,669.00	0.00	471.00	OK	Y
1620.104	293	SOLAR POWERED MESSAGE BOARD	958	12-01-11	18,031.79	6,260.79	1,533.00	10,238.00	OK	Y
1620.104	295	CLIPPER CONCRETE SAW	936	08-26-71	2,235.00	1,900.00	0.00	335.00	OK	Y
1620.104	296	PROGRAMABLE MESSAGE BOARD	958		0.00	0.00	0.00	0.00	OK	Y
1620.104	297	PROGRAMABLE MESSAGE BOARD	958		0.00	0.00	0.00	0.00	OK	Y
1620.104	298	PROGRAMABLE MESSAGE BOARD	958	03-17-05	11,664.42	9,914.42	0.00	1,750.00	OK	Y
1620.104	299	PROGRAMMABLE MESSAGE BOARD LIGHT RE	958	10-26-16	11,249.75	0.00	159.36	11,090.39	OK	Y
1620.104	300	LEAR SIEGLER ARROW BOARD	910	06-27-84	2,815.00	2,393.00	0.00	422.00	OK	Y
1620.104	301	DOWELL DRILL	9346	12-29-15	8,360.00	0.00	710.60	7,649.40	OK	Y
1620.104	303	CORE CUT CONCRETE SAW	935	02-16-99	1,875.00	1,595.00	0.00	280.00	OK	Y
1620.104	304	EEGER BEEVER CHIPPER	902	01-11-88	13,895.00	11,811.00	0.00	2,084.00	OK	Y
1620.104	305	VERMEER CHIPPER	902	10-10-00	29,949.00	25,449.00	0.00	4,500.00	OK	Y
1620.104	306	FINN MULCHER	9284	09-04-01	15,300.00	13,000.00	0.00	2,300.00	OK	Y
1620.104	307	TARGET CONCRETE SAW	935	06-07-85	1,370.00	1,165.00	0.00	205.00	OK	Y
1620.104	308	CONCRETE SCREED	9186	07-25-16	6,780.00	0.00	240.13	6,539.87	OK	Y
1620.104	309	TARGET 30 INCH CONCRETE SAW	936	01-19-93	8,700.00	7,395.00	0.00	1,305.00	OK	Y
1620.104	310	TRAILER - TRAFFIC OPERATIONS	491	10-01-01	3,204.84	2,704.84	0.00	500.00	OK	Y
1620.104	311	TRAFCON ARROW BOARD	910	10-31-00	5,536.26	4,736.26	0.00	800.00	OK	Y
1620.104	312	FLEX-O-LITE ARROW BOARD	910	09-01-94	3,150.00	2,677.00	0.00	473.00	OK	Y
1620.104	313	GENERATOR	805		0.00	0.00	0.00	0.00	OK	Y
1620.104	316	ALLEN RAXORBACK SCREED	9050	01-05-82	7,427.59	6,313.59	0.00	1,114.00	OK	Y
1620.104	317	LINCOLN WELDER	805	05-03-10	3,534.00	1,397.00	250.00	1,887.00	OK	Y
1620.104	319	LEAR SIEGLER ARROW BOARD	910	07-02-91	3,486.44	2,963.44	0.00	523.00	OK	Y
1620.104	320	HUSQVARNA CONCRETE SAW	935	09-28-09	2,250.00	1,913.00	0.00	337.00	OK	Y
1620.104	324	LIGHT TOWER	9372	12-31-03	5,950.00	4,045.56	337.13	1,567.31	OK	Y
1620.104	325	LIGHT TOWER	9372		0.00	0.00	0.00	0.00	OK	Y
1620.104	326	SOLAR POWERED ARROW BOARD	910	11-13-11	5,662.00	2,125.00	510.00	3,027.00	OK	Y
1620.104	327	SOLAR POWERED ARROW BOARD	910	10-13-11	5,662.00	2,125.00	510.00	3,027.00	OK	Y
1620.104	328	TRAFCON ARROW BOARD	910	10-30-01	5,536.26	4,736.26	0.00	800.00	OK	Y
1620.104	329	TRAFCON ARROW BOARD	910	10-31-01	5,536.26	4,736.26	0.00	800.00	OK	Y
1620.104	330	PROMAC BRUSH CUTTER	932	05-10-94	13,523.73	11,494.73	0.00	2,029.00	OK	Y
1620.104	331	PROGRAMMABLE MESSAGE BOARD	958	01-23-14	11,249.75	1,832.87	956.28	8,460.60	OK	Y
1620.104	332	PROGRAMMABLE MESSAGE BOARD	958	01-23-14	10,064.00	1,639.52	855.40	7,569.08	OK	Y
1620.104	333	FRUEHAUF TRAILER - CHLORIDE	926	04-21-78	18,979.50	16,132.50	0.00	2,847.00	OK	Y
1620.104	334	FRUEHAUF TANK TRAILER	926	04-21-78	18,979.50	16,132.50	0.00	2,847.00	OK	Y
1620.104	335	RIVINIUS SHOULDER SPREADER	451	09-25-78	20,826.00	17,702.00	0.00	3,124.00	OK	Y
1620.104	601	IH CASE MX125 TRACTOR	223	08-02-12	49,500.00	12,622.50	4,207.50	32,670.00	OK	Y
1620.104	603	IH CASH MX125 TRACTOR	223	08-02-12	49,500.00	12,622.50	4,207.50	32,670.00	OK	Y
1620.104	606	CASE IH TRACTOR	204	04-13-93	14,161.00	12,036.00	0.00	2,125.00	OK	Y

BROWN COUNTY PUBLIC WORKS MACHINERY EQUIPMENT INVENTORY 12/31/2016

GL Account	EQ#	Description	Class	Date Acquired	Total Cost	PY Depreciation	CY Depreciation	Book Value	Status	Act
1620.104	611	CASE IH TRACTOR	223	06-25-13	90,667.00	19,266.75	7,706.70	63,693.55	OK	Y
1620.104	612	BOOM MOWER	932	06-25-13	15,000.00	6,375.00	2,550.00	6,075.00	OK	Y
1620.104	649	CASE IH TRACTOR MXU 110	223	12-31-03	37,008.67	31,457.37	0.00	5,551.30	OK	Y
1620.104	650	ALAMO SIDE ROTARY	413	12-31-03	16,889.00	14,355.65	0.00	2,533.35	OK	Y
1620.104	651	ALAMO FLAIL	413	12-31-03	4,500.00	3,825.00	0.00	675.00	OK	Y
1620.104	656	CASE IH TRACTOR	204	08-14-89	9,349.00	7,947.00	0.00	1,402.00	OK	Y
1620.104	659	JOHN DEER ZERO TURN MOWER 60IN	411	07-27-16	16,418.00	0.00	1,162.92	15,255.08	OK	Y
1620.104	661	ALAMO ROTARY MOWER	416	05-01-08	29,918.00	19,497.00	2,543.00	7,878.00	OK	Y
1620.104	662	ALAMO ROTARY MOWER 15FT	416	06-12-12	31,144.00	9,596.25	2,647.24	18,900.51	OK	Y
1620.104	663	ALAMO SIDE ROTARY MOWER	413	10-28-97	8,558.50	7,273.50	0.00	1,285.00	OK	Y
1620.104	664	JOHN DEERE TRACTOR MOWER	410	07-30-02	5,935.00	5,035.00	0.00	900.00	OK	Y
1620.104	665	JOHN DEERE TRACTOR MOWER	410	07-30-02	6,090.00	5,190.00	0.00	900.00	OK	Y
1620.104	666	CASE IH TRACTOR MXU 110	223	12-31-03	34,077.67	28,966.02	0.00	5,111.65	OK	Y
1620.104	667	ALAMO SIDE ROTARY	413	12-31-03	16,889.00	14,355.65	0.00	2,533.35	OK	Y
1620.104	668	ALAMO REAR FLAIL	413	12-31-03	4,500.00	3,825.00	0.00	675.00	OK	Y
1620.104	672	CASE IH TRACTOR MXU 110	223	12-31-03	34,712.67	29,505.77	0.00	5,206.90	OK	Y
1620.104	673	ALAMO SIDE ROTARY	413	12-31-03	16,889.00	14,355.65	0.00	2,533.35	OK	Y
1620.104	674	ALAMO REAR FLAIL	413	12-31-03	4,500.00	3,825.00	0.00	675.00	OK	Y
1620.104	675	CASE IH TRACTOR MXU 110	223	04-30-08	52,602.00	29,808.70	4,471.00	18,322.30	OK	Y
1620.104	676	ALAMO SIDE ROTARY	413	04-30-09	19,000.00	10,766.67	1,615.00	6,618.33	OK	Y
1620.104	677	ALAMO REAR FLAIL ON 675	413	04-30-09	5,927.00	3,358.00	504.00	2,065.00	OK	Y
1620.104	678	JOHN DEERE TRACTOR MOWER	410	12-31-09	8,027.30	6,823.30	0.00	1,204.00	OK	Y
1620.104	679	JOHN DEERE TRACTOR MOWER	410	12-31-09	8,027.29	6,823.29	0.00	1,204.00	OK	Y
1620.104	680	CATERPILLAR TRACTOR	206	04-25-05	20,000.00	8,416.00	0.00	11,584.00	OK	Y
1620.104	681	CATERPILLAR BACKHOE	901	04-25-05	13,074.95	11,113.95	0.00	1,961.00	OK	Y
1620.104	916	RENTAL 824K JOHN DEER LOADER	209		0.00	0.00	0.00	0.00	OK	Y
1620.104					3,847,179.05	2,261,129.94	158,730.16	1,427,318.95		

1620.105	156	WHEELED ASPHALT PAVER	712	01-01-14	307,950.00	65,439.50	32,719.75	209,790.75	OK	Y
1620.105	161	BOMAG VIBRATORY ROLLER	534	05-06-05	68,149.00	57,927.00	0.00	10,222.00	OK	Y
1620.105	162	DYNAPAC ROLLER	534	01-01-15	39,000.00	4,143.75	4,143.75	30,712.50	OK	Y
1620.105	163	CAT VIBRATORY ROLLER	534	05-02-95	25,991.00	22,091.00	0.00	3,900.00	OK	Y
1620.105	164	CAT SHEEPSFOOT/SMOOTH ROLLER	534	01-01-96	52,632.00	44,732.00	0.00	7,900.00	OK	Y
1620.105	165	CATERPILLAR CB34B ROLLER	534	01-05-16	49,711.00	0.00	5,281.75	44,429.25	OK	Y
1620.105	171	2013 MARATHON MASTIC MELTER	710	05-13-15	15,015.00	997.11	1,595.38	12,422.51	OK	Y
1620.105	172	BOMAG SINGLE DRUM ROLLER	534	01-01-02	42,527.00	36,147.00	0.00	6,380.00	OK	Y
1620.105	173	CRAFCO EASY POUR MELTER - KETTLE	710	04-30-13	43,847.62	12,423.55	4,658.83	26,765.24	OK	Y
1620.105	174	HOT BOX	709	03-08-13	3,178.00	637.81	225.11	2,315.08	OK	Y
1620.105	176	CRAFCO ROUTER	938	07-17-01	7,912.85	6,762.85	0.00	1,150.00	OK	Y
1620.105	179	AALADIN PRESSURE WASHER	947	03-23-93	11,895.00	10,111.00	0.00	1,784.00	OK	Y
1620.105	180	AALADIN PRESSURE WASHER	947	03-23-93	11,895.00	10,111.00	0.00	1,784.00	OK	Y
1620.105	185	STEPP TAR KETTLE	702	05-02-95	10,363.00	8,813.00	0.00	1,550.00	OK	Y
1620.105	187	LA HOT AIR LANCE	937	03-12-90	2,395.00	2,035.00	0.00	360.00	OK	Y
1620.105	188	STEPP TAR KETTLE	702	05-02-95	10,363.00	8,813.00	0.00	1,550.00	OK	Y
1620.105	190	CRAFCO ROUTER	938	03-28-00	7,850.00	6,650.00	0.00	1,200.00	OK	Y
1620.105	192	CRAFCO SEALING KETTLE	710	03-12-90	17,000.00	14,450.00	0.00	2,550.00	OK	Y
1620.105	193	CRAFCO ROUTER	938	03-12-90	6,353.60	5,400.60	0.00	953.00	OK	Y

1620.105 734,028.07 317,685.17 48,624.57 367,718.33

BROWN COUNTY PUBLIC WORKS

MACHINERY EQUIPMENT INVENTORY 12/31/2016

GL Account	EQ#	Description	Class	Date Acquired	Total Cost	PY Depreciation	CY Depreciation	Book Value	Status	Act
1620.106	336	MONROE PLOW	633	06-28-16	7,222.00	0.00	306.95	6,915.05	OK	Y
1620.106	337	MONROE PLOW	633	06-28-16	7,222.00	0.00	306.95	6,915.05	OK	Y
1620.106	338	MONROE PLOW	633	12-31-99	6,500.00	5,525.00	0.00	975.00	OK	Y
1620.106	339	MONROE PLOW	633	12-31-99	6,500.00	5,525.00	0.00	975.00	OK	Y
1620.106	340	MONROE PLOW	633	09-01-98	6,078.00	5,178.00	0.00	900.00	OK	Y
1620.106	341	VIKING PLOW	633	11-26-02	6,328.00	5,378.00	0.00	950.00	OK	Y
1620.106	342	VIKING PLOW	633	11-26-02	6,328.00	5,378.00	0.00	950.00	OK	Y
1620.106	344	MONROE PLOW	633	12-31-03	6,405.00	5,444.25	0.00	960.75	OK	Y
1620.106	345	MONROE PLOW	633	10-15-91	5,000.00	4,250.00	0.00	750.00	OK	Y
1620.106	347	MONROE PLOW	633	09-05-00	6,500.00	5,500.00	0.00	1,000.00	OK	Y
1620.106	349	MONROE PLOW	633	11-01-08	4,922.00	2,996.00	418.00	1,508.00	OK	Y
1620.106	350	MONROE PLOW	633	11-01-08	4,922.00	2,996.00	418.00	1,508.00	OK	Y
1620.106	351	MONROE PLOW	633	11-01-08	4,922.00	2,996.00	418.00	1,508.00	OK	Y
1620.106	352	MONROE PLOW	633	12-11-01	6,500.00	5,525.00	0.00	975.00	OK	Y
1620.106	353	MONROE PLOW	633	11-01-09	7,612.34	3,989.34	647.00	2,976.00	OK	Y
1620.106	355	MONROE PLOW	633	11-01-09	7,612.33	3,989.33	647.00	2,976.00	OK	Y
1620.106	356	MONROE PLOW	633	12-12-95	5,642.25	4,796.25	0.00	846.00	OK	Y
1620.106	357	MONROE PLOW	633	09-11-98	6,078.00	5,178.00	0.00	900.00	OK	Y
1620.106	358	2012 MONROE FRONT PLOW	633	04-26-12	6,069.00	1,891.52	515.87	3,661.61	OK	Y
1620.106	359	MONROE PLOW	633	11-01-09	7,612.33	3,989.33	647.00	2,976.00	OK	Y
1620.106	360	FRONT PLOW	633	04-26-12	6,069.00	1,891.52	515.87	3,661.61	OK	Y
1620.106	361	MONROE PLOW	633	05-16-02	8,694.00	7,394.00	0.00	1,300.00	OK	Y
1620.106	362	FRONT PLOW	633	04-26-12	6,069.00	1,891.52	515.87	3,661.61	OK	Y
1620.106	363	MONROE PLOW	633	11-01-10	6,819.00	2,997.00	580.00	3,242.00	OK	Y
1620.106	364	MONROE PLOW	633	11-01-10	6,819.00	2,997.00	580.00	3,242.00	OK	Y
1620.106	365	MONROE PLOW	633	11-01-10	6,819.00	2,997.00	580.00	3,242.00	OK	Y
1620.106	366	MONROE PLOW	633	12-31-03	6,405.00	5,444.25	0.00	960.75	OK	Y
1620.106	367	MONROE PLOW	633	11-01-10	6,819.00	2,997.00	580.00	3,242.00	OK	Y
1620.106	369	MONROE PLOW	633	12-31-99	6,500.00	5,525.00	0.00	975.00	OK	Y
1620.106	372	MONROE PLOW	633	11-01-07	8,634.00	5,994.00	734.00	1,906.00	OK	Y
1620.106	374	MONROE PLOW	633	09-05-00	6,500.00	5,500.00	0.00	1,000.00	OK	Y
1620.106	375	MONROE PLOW	633	10-14-97	6,130.00	5,210.00	0.00	920.00	OK	Y
1620.106	376	MONROE PLOW	633	12-31-03	6,728.00	5,718.80	0.00	1,009.20	OK	Y
1620.106	377	MONROE PLOW	633	10-08-15	11,025.00	195.23	937.10	9,892.67	OK	Y
1620.106	378	MONROE PLOW	633	09-05-00	6,500.00	5,500.00	0.00	1,000.00	OK	Y
1620.106	379	MONROE PLOW	633	05-24-94	5,263.00	4,474.00	0.00	789.00	OK	Y
1620.106	380	MONROE PLOW	633	12-31-99	6,500.00	5,525.00	0.00	975.00	OK	Y
1620.106	384	MONROE PLOW	633	10-05-93	5,415.50	4,603.50	0.00	812.00	OK	Y
1620.106	389	MONROE PLOW	633	07-02-96	5,555.00	4,730.00	0.00	825.00	OK	Y
1620.106	390	MONROE PLOW	633	10-14-97	6,130.00	5,210.00	0.00	920.00	OK	Y
1620.106	391	MONROE REVERSIBLE PLOW	633	11-01-11	8,286.00	2,933.00	704.00	4,649.00	OK	Y
1620.106	392	MONROE REVERSIBLE PLOW	633	11-01-11	8,286.00	2,933.00	704.00	4,649.00	OK	Y
1620.106	393	MONROE PLOW	633	10-08-15	11,025.00	195.23	937.10	9,892.67	OK	Y
1620.106	394	MONROE PLOW	633	09-01-98	6,078.00	5,178.00	0.00	900.00	OK	Y
1620.106	395	MONROE PLOW	633	10-14-97	6,130.00	5,210.00	0.00	920.00	OK	Y
1620.106	396	MONROE PLOW	633	09-01-98	6,078.00	5,178.00	0.00	900.00	OK	Y
1620.106	397	MONROE FRONT PLOW 11FT	633	10-24-14	8,038.00	797.07	683.20	6,557.73	OK	Y

BROWN COUNTY PUBLIC WORKS

MACHINERY EQUIPMENT INVENTORY 12/31/2016

GL Account	EQ#	Description	Class	Date Acquired	Total Cost	PY Depreciation	CY Depreciation	Book Value	Status	Act
1620.106	398	MONROE PLOW	633	12-31-04	6,940.00	5,899.00	0.00	1,041.00	OK	Y
1620.106	399	MONROE FRONT PLOW 11FT	633	10-24-14	8,038.00	797.07	683.20	6,557.73	OK	Y
1620.106	400	MONROE PLOW	633	12-31-04	6,940.00	5,899.00	0.00	1,041.00	OK	Y
1620.106	401	MONROE FRONT PLOW	633	10-08-15	6,691.00	118.48	568.70	6,003.82	OK	Y
1620.106	402	MONROE PLOW	633	11-01-07	8,634.00	5,994.00	734.00	1,906.00	OK	Y
1620.106	403	MONROE PLOW	633	11-01-07	8,634.00	5,994.00	734.00	1,906.00	OK	Y
1620.106	404	MONROE PLOW	633	11-01-07	8,634.00	5,994.00	734.00	1,906.00	OK	Y
1620.106	405	MONROE PLOW	633	12-24-13	8,038.00	1,366.40	683.20	5,988.40	OK	Y
1620.106	406	MONROE PLOW	633	12-24-13	8,038.00	1,366.40	683.20	5,988.40	OK	Y
1620.106	409	WAUSAU V PLOW	632	01-03-83	10,711.50	9,105.50	0.00	1,606.00	OK	Y
1620.106	410	MONROE FRONT PLOW	633	11-01-11	8,000.00	2,832.00	680.00	4,488.00	OK	Y
1620.106	416	WAUSAU V PLOW	632	02-07-62	2,250.00	2,025.00	0.00	225.00	OK	Y
1620.106	417	MONROE PLOW	633	11-01-06	6,257.00	4,876.00	443.00	938.00	OK	Y
1620.106	418	MONROE PLOW	633	11-01-06	6,257.00	4,876.00	443.00	938.00	OK	Y
1620.106	419	MONROE PLOW	633	11-01-06	6,257.00	4,876.00	443.00	938.00	OK	Y
1620.106	428	SNO GO	9095	03-15-83	47,032.48	39,977.48	0.00	7,055.00	OK	Y
1620.106	429	SNO GO	9095	09-28-79	34,474.00	29,303.00	0.00	5,171.00	OK	Y
1620.106	435	FALLS V PLOW	632	12-21-89	4,170.00	3,544.00	0.00	626.00	OK	Y
1620.106	436	FALLS SIDE WING	612	12-21-89	6,204.00	5,273.00	0.00	931.00	OK	Y
1620.106	437	HENKE V PLOW	632	05-15-86	4,135.00	3,515.00	0.00	620.00	OK	Y
1620.106	438	HENKE SIDE WING	612	05-15-86	6,162.00	5,238.00	0.00	924.00	OK	Y
1620.106	439	HENKE V PLOW	632	03-21-85	5,000.00	4,250.00	0.00	750.00	OK	Y
1620.106	440	HENKE SIDE WING	612	03-21-85	6,000.00	5,100.00	0.00	900.00	OK	Y
1620.106	444	MONROE SIDE WING	612	11-01-11	17,000.00	6,020.00	1,445.00	9,535.00	OK	Y
1620.106	445	HENKE V PLOW	632	11-02-82	5,200.00	4,420.00	0.00	780.00	OK	Y
1620.106	446	HENKE SIDE WING	612	11-02-82	6,400.00	5,440.00	0.00	960.00	OK	Y
1620.106	448	MONROE 12 HYD SNOW WING	612	01-04-12	5,060.00	1,720.40	430.10	2,909.50	OK	Y
1620.106	449	RYLAND V PLOW	632	03-03-98	6,364.00	5,414.00	0.00	950.00	OK	Y
1620.106	450	MONROE SIDE WING	612	03-03-98	7,316.00	6,216.00	0.00	1,100.00	OK	Y
1620.106	451	FALLS V PLOW	632	03-06-89	4,215.00	3,583.00	0.00	632.00	OK	Y
1620.106	452	FALLS SIDE WING	612	03-06-89	6,165.00	5,240.00	0.00	925.00	OK	Y
1620.106	453	FALLS V PLOW	632	12-22-89	4,300.00	3,655.00	0.00	645.00	OK	Y
1620.106	454	FALLS SIDE WING	612	12-22-89	6,338.00	5,387.00	0.00	951.00	OK	Y
1620.106	455	MONROE V PLOW	632	06-18-03	7,171.00	6,095.35	0.00	1,075.65	OK	Y
1620.106	456	MONROE SIDE WING	612	06-18-03	8,989.00	7,640.65	0.00	1,348.35	OK	Y
1620.106	459	HENKE V PLOW	632	05-06-80	4,496.00	3,822.00	0.00	674.00	OK	Y
1620.106	467	HENKE V PLOW	632	05-06-80	4,496.00	3,822.00	0.00	674.00	OK	Y
1620.106	468	HENKE SIDE WING	612	05-04-80	3,678.00	3,126.00	0.00	552.00	OK	Y
1620.106	471	HENKE V PLOW	632	11-02-82	5,200.00	4,420.00	0.00	780.00	OK	Y
1620.106	473	FALLS V PLOW	632	11-08-82	0.00	0.00	0.00	0.00	OK	Y
1620.106	475	HENKE V PLOW	632	03-23-87	4,165.00	3,540.00	0.00	625.00	OK	Y
1620.106	476	HENKE SIDE WING	612	03-22-87	6,197.00	5,267.00	0.00	930.00	OK	Y
1620.106	477	FALLS V PLOW	632	01-25-88	4,178.00	3,552.00	0.00	626.00	OK	Y
1620.106	478	FALLS SIDE WING	612	01-25-88	5,193.00	4,414.00	0.00	779.00	OK	Y
1620.106	483	OMSTEEL V GRADER SNOW PLOW	632		0.00	0.00	0.00	0.00	OK	Y
1620.106	487	RIVINIUS V SNOW PLOW	632		0.00	0.00	0.00	0.00	OK	Y
1620.106	489	RIVINIUS V PLOW	632	10-08-75	3,931.15	3,341.15	0.00	590.00	OK	Y
1620.106	491	RIVINIUS V PLOW	632	10-12-76	4,316.00	3,669.00	0.00	647.00	OK	Y

BROWN COUNTY PUBLIC WORKS MACHINERY EQUIPMENT INVENTORY 12/31/2016

GL Account	EQ#	Description	Class	Date Acquired	Total Cost	PY Depreciation	CY Depreciation	Book Value	Status	Act
1620.106	492	RIVINIUS SIDE WING	612	10-12-76	3,684.00	3,131.00	0.00	553.00	OK	Y
1620.106	493	CAT SIDE WING	612	08-08-05	6,208.30	5,277.30	0.00	931.00	OK	Y
1620.106	670	MONROE UNDERBODY BLADE	637	06-28-16	9,467.00	0.00	402.35	9,064.65	OK	Y
1620.106	671	MONROE UNDERBODY BLADE	637	06-28-16	9,467.00	0.00	402.35	9,064.65	OK	Y
1620.106	682	MONROE UNDERBODY BLADE	637	10-08-15	9,197.00	162.85	781.70	8,252.45	OK	Y
1620.106	683	MONROE UNDERBODY BLADE	637	10-08-15	9,197.00	162.85	781.70	8,252.45	OK	Y
1620.106	684	MONROE UNDERBODY BLADE	637	10-08-15	9,197.00	162.85	781.70	8,252.45	OK	Y
1620.106	685	MONROE UNDERBODY BLADE	637	10-10-14	9,467.00	972.35	804.70	7,689.95	OK	Y
1620.106	686	MONROE UNDERBODY BLADE	637	10-10-14	9,467.00	972.35	804.70	7,689.95	OK	Y
1620.106	687	UNDERBODY BLADE	637	04-26-12	8,238.00	2,567.51	700.23	4,970.26	OK	Y
1620.106	688	UNDERBODY BLADE	637	04-26-12	8,238.00	2,567.51	700.23	4,970.26	OK	Y
1620.106	689	MONROE UNDERBODY PLOW	637	11-01-11	7,583.00	2,688.00	645.00	4,250.00	OK	Y
1620.106	690	2010 UNDERBODY BLADE	637	11-01-10	6,331.00	2,780.00	538.00	3,013.00	OK	Y
1620.106	691	MONROE UNDERBODY BLADE	637	11-01-10	6,331.00	2,780.00	538.00	3,013.00	OK	Y
1620.106	692	MONROE UNDERBODY BLADE	637	11-01-08	6,245.50	3,798.50	530.00	1,917.00	OK	Y
1620.106	693	MONROE UNDERBODY BLADE	637	11-01-08	6,245.50	3,798.50	530.00	1,917.00	OK	Y
1620.106	694	MONROE UNDERBODY BLADE	637	12-31-03	6,530.00	5,550.50	0.00	979.50	OK	Y
1620.106	695	MONROE UNDERBODY BLADE	637	12-31-03	6,530.00	5,550.50	0.00	979.50	OK	Y
1620.106	696	MONROE UNDERBODY BLADE	637	11-01-06	6,133.00	4,778.58	434.42	920.00	OK	Y
1620.106	697	MONROE UNDERBODY BLADE	637	12-11-01	8,515.00	7,240.00	0.00	1,275.00	OK	Y
1620.106	698	MONROE UNDERBODY BLADE	637	12-31-99	9,672.00	8,222.00	0.00	1,450.00	OK	Y
1620.106	699	MONROE UNDERBODY BLADE	637	12-31-99	9,672.00	8,222.00	0.00	1,450.00	OK	Y
1620.106	700	COUNTY BUILT SPREADER	428	12-31-14	7,572.58	804.57	804.57	5,963.44	OK	Y
1620.106	701	COUNTY COMPUTER PREWET SPREADER	420	12-01-01	5,183.70	4,408.70	0.00	775.00	OK	Y
1620.106	702	FRINK COMPUTER PREWET SPREADER	420	05-24-94	20,764.00	17,649.00	0.00	3,115.00	OK	Y
1620.106	703	COUNTY BUILT SPREADER	428	10-08-15	7,317.66	0.00	777.46	6,540.20	OK	Y
1620.106	704	FRINK COMPUTER PREWET SPREADER	420	05-24-94	20,764.00	17,649.00	0.00	3,115.00	OK	Y
1620.106	705	COUNTY BUILT SPREADER	428	10-05-15	7,317.66	0.00	777.46	6,540.20	OK	Y
1620.106	706	COUNTY BUILT SPREADER	420	01-01-16	4,839.28	0.00	342.77	4,496.51	OK	Y
1620.106	707	COUNTY TAILGATE COMP PREWET SPREADER	420	11-01-08	7,312.60	5,568.60	647.00	1,097.00	OK	Y
1620.106	708	COUNTY TAILGATE COMP PREWET SPREADER	420	12-31-99	3,996.66	3,396.66	0.00	600.00	OK	Y
1620.106	709	COUNTY TAILGATE COMP PREWET SPREADER	420	12-31-99	3,996.66	3,396.66	0.00	600.00	OK	Y
1620.106	710	COUNTY TAILGATE COMP PREWET SPREADER	420	10-01-98	3,994.81	3,394.81	0.00	600.00	OK	Y
1620.106	711	COUNTY TAILGATE COMPUTER SPREADER	426	09-12-00	2,093.53	1,868.53	0.00	225.00	OK	Y
1620.106	712	COUNTY TAILGATE COMP PREWET SPREADER	420	09-01-00	3,949.80	3,349.80	0.00	600.00	OK	Y
1620.106	713	COUNTY TAILGATE COMP PREWET SPREADER	420	09-01-00	3,949.81	3,349.81	0.00	600.00	OK	Y
1620.106	714	COUNTY TAILGATE COMP PREWET SPREADER	420	11-23-05	7,699.68	6,544.68	0.00	1,155.00	OK	Y
1620.106	715	COUNTY TAILGATE COMP PREWET SPREADER	420	11-23-05	7,699.67	6,544.67	0.00	1,155.00	OK	Y
1620.106	716	COUNTY TAILGATE COMP PREWET SPREADER	420	11-23-05	7,699.67	6,544.67	0.00	1,155.00	OK	Y
1620.106	717	COUNTY TAILGATE COMP PREWET SPREADER	420	11-01-08	7,312.59	5,568.60	647.00	1,096.99	OK	Y
1620.106	718	COUNTY TAILGATE COMP PREWET SPREADER	420	10-01-98	3,994.81	3,394.81	0.00	600.00	OK	Y
1620.106	719	COUNTY TAILGATE COMP PREWET SPREADER	420	10-01-98	3,994.81	3,394.81	0.00	600.00	OK	Y
1620.106	722	FRINK COMPUTER PREWET SPREADER	420	12-12-95	21,172.75	17,997.75	0.00	3,175.00	OK	Y
1620.106	723	COUNTY TAILGATE COMP PREWET SPREADER	420	08-27-02	6,462.24	5,492.24	0.00	970.00	OK	Y
1620.106	724	FRINK SPREADER	424	12-10-84	1,500.00	1,275.00	0.00	225.00	OK	Y
1620.106	725	COUNTY TAILGATE COMP PREWET SPREADER	420	12-31-03	3,685.26	3,132.26	0.00	553.00	OK	Y
1620.106	726	COUNTY TAILGATE COMP PREWET	420	12-31-03	3,685.26	3,132.26	0.00	553.00	OK	Y
1620.106	727	COUNTY TAILGATE COMP PREWET SPREADER	420	12-31-03	3,685.26	3,132.26	0.00	553.00	OK	Y

BROWN COUNTY PUBLIC WORKS MACHINERY EQUIPMENT INVENTORY 12/31/2016

GL Account	EQ#	Description	Class	Date Acquired	Total Cost	PY Depreciation	CY Depreciation	Book Value	Status	Act
1620.106	728	COUNTY TAILGATE	424	09-30-88	638.36	542.36	0.00	96.00	OK	Y
1620.106	729	COUNTY TAILGATE COMP PREWET SPREADER	420	12-31-04	6,701.72	5,696.72	0.00	1,005.00	OK	Y
1620.106	730	COUNTY TAILGATE COMP PREWET SPREADER	420	12-31-04	6,701.72	5,696.72	0.00	1,005.00	OK	Y
1620.106	732	PREWET	9256	08-30-12	90,784.00	32,152.67	9,645.80	48,985.53	OK	Y
1620.106	733	TAILGATE SPREADER	420	11-01-10	6,458.97	3,549.97	687.00	2,222.00	OK	Y
1620.106	734	COUNTY TAILGATE COMP PREWET SPREADER	420	11-01-07	7,814.46	6,642.46	0.00	1,172.00	OK	Y
1620.106	735	COUNTY TAILGATE COMP PREWET SPREADER	420	11-01-10	6,458.97	3,549.97	687.00	2,222.00	OK	Y
1620.106	736	FRINK TWO WAY SPREADER	424	07-23-90	5,388.00	4,580.00	0.00	808.00	OK	Y
1620.106	737	COUNTY TAILGATE COMP PREWET SPREADER	420	11-01-10	6,458.96	3,549.96	687.00	2,222.00	OK	Y
1620.106	738	COUNTY TAILGATE COMP PREWET SPREADER	420	11-01-07	7,814.46	6,642.46	0.00	1,172.00	OK	Y
1620.106	739	COUNTY TAILGATE COMPUTER SPREADER	426	12-01-97	1,513.23	1,288.23	0.00	225.00	OK	Y
1620.106	740	COUNTY TAILGATE SPREADER	420	10-01-98	3,994.81	3,394.81	0.00	600.00	OK	Y
1620.106	741	PREWET	420	08-30-12	90,784.00	32,152.67	9,645.80	48,985.53	OK	Y
1620.106	742	COUNTY BUILT TAILGATE/PREWET	420	11-01-11	6,435.75	2,850.75	684.00	2,901.00	OK	Y
1620.106	743	PREWET	420	05-04-12	35,703.00	13,909.28	3,793.44	18,000.28	OK	Y
1620.106	744	COUNTY TAILGATE COMP PREWET SPREADER	420	12-31-99	3,996.66	3,396.66	0.00	600.00	OK	Y
1620.106	745	COUNTY TAILGATE COMP PREWET SPREADER	420	11-01-08	7,350.70	5,597.70	650.00	1,103.00	OK	Y
1620.106	746	COUNTY TAILGATE COMP PREWET SPREADER	420	11-01-09	6,731.62	4,410.62	715.00	1,606.00	OK	Y
1620.106	747	COUNTY TAILGATE SPREADER	424	07-01-89	960.52	816.52	0.00	144.00	OK	Y
1620.106	748	COUNTY TAILGATE COMP PREWET SPREADER	420	11-01-07	7,814.46	6,642.46	0.00	1,172.00	OK	Y
1620.106	749	COUNTY TAILGATE COMP PREWET SPREADER	420	12-01-97	3,265.32	2,775.32	0.00	490.00	OK	Y
1620.106	750	COUNTY TAILGATE COMP PREWET SPREADER	420	11-01-09	6,731.62	4,410.62	715.00	1,606.00	OK	Y
1620.106	751	COUNTY TAILGATE COMP PREWET SPREADER	420	11-01-09	6,731.62	4,410.62	715.00	1,606.00	OK	Y
1620.106	752	COUNTY BUILT SPREADER	428	06-28-16	10,074.10	0.00	89.20	9,984.90	OK	Y
1620.106	754	MONROE TRUCK WIDENING WING	635	05-24-94	5,000.00	4,250.00	0.00	750.00	OK	Y
1620.106	755	COUNTY TAILGATE COMP PREWET	420	11-01-10	6,458.96	3,549.96	687.00	2,222.00	OK	Y
1620.106	756	COUNTY TAILGATE COMPUTER SPREADER	426	12-31-99	2,536.15	2,156.15	0.00	380.00	OK	Y
1620.106	757	COUNTY TAILGATE COMP PREWET SPREADER	420	12-01-06	8,075.00	6,864.00	0.00	1,211.00	OK	Y
1620.106	758	COUNTY TAILGATE COMP PREWET SPREADER	420	12-01-06	8,075.00	6,864.00	0.00	1,211.00	OK	Y
1620.106	759	COUNTY TAILGATE COMP PREWET SPREADER	420	12-01-06	8,075.00	6,864.00	0.00	1,211.00	OK	Y
1620.106	760	MONROE LEFT TRUCK WIDENING WING	635	12-31-03	6,328.50	5,379.22	0.00	949.28	OK	Y
1620.106	761	MONROE TRUCK WIDENING WING	635	12-31-03	6,328.50	5,379.22	0.00	949.28	OK	Y
1620.106	762	COUNTY BUILT TAILGATE SANDER/PREWET	427	11-01-11	6,435.75	2,850.75	684.00	2,901.00	OK	Y
1620.106	763	MONROE TRUCK WIDENING WING	635	12-31-03	5,980.00	5,083.00	0.00	897.00	OK	Y
1620.106	764	ACCUPLACE SPINNER ASSY 0 VELOCITY	428	08-13-13	6,575.74	1,659.46	698.72	4,217.56	OK	Y
1620.106	765	MONROE TRUCK WIDENING WING	635	10-14-97	5,687.00	4,834.00	0.00	853.00	OK	Y
1620.106	766	WAUSAU TRUCK WIDENING WING	635	11-22-82	6,695.00	5,691.00	0.00	1,004.00	OK	Y
1620.106	767	COMP PREWET SPREADER	420	11-01-07	7,814.45	6,642.45	0.00	1,172.00	OK	Y
1620.106	768	SWENSON VBOTTOM SPREADER	427	04-02-13	17,130.30	5,005.11	1,820.04	10,305.15	OK	Y
1620.106	770	MONROE TRUCK WIDENING WING	635	09-05-00	6,706.00	5,706.00	0.00	1,000.00	OK	Y
1620.106	771	MONROE TRUCK WIDENING WING	635	09-05-00	6,706.00	5,706.00	0.00	1,000.00	OK	Y
1620.106	772	MONROE TRUCK WIDENING WING	635	09-01-98	6,000.00	5,100.00	0.00	900.00	OK	Y
1620.106	773	MONROE TRUCK WIDENING WING	635	09-01-98	6,000.00	5,100.00	0.00	900.00	OK	Y
1620.106	774	RIGHT WING	635	04-26-12	5,965.50	1,859.26	507.07	3,599.17	OK	Y
1620.106	775	LEFT WING	635	04-26-12	5,965.50	1,859.26	507.07	3,599.17	OK	Y
1620.106	776	MONROE TRUCK WIDENING WING	635	05-24-94	5,000.00	4,250.00	0.00	750.00	OK	Y
1620.106	777	RIGHT WING	635	04-26-12	5,965.50	1,859.26	507.07	3,599.17	OK	Y
1620.106	778	LEFT WING	635	04-26-12	5,965.50	1,859.26	507.07	3,599.17	OK	Y

BROWN COUNTY PUBLIC WORKS MACHINERY EQUIPMENT INVENTORY 12/31/2016

GL Account	EQ#	Description	Class	Date Acquired	Total Cost	PY Depreciation	CY Depreciation	Book Value	Status	Act
1620.106	779	MONROE LEFT TRUCK WIDENING WING	635	12-11-01	6,500.00	5,525.00	0.00	975.00	OK	Y
1620.106	780	MONROE TRUCK WIDENING WING	635	12-11-01	6,500.00	5,525.00	0.00	975.00	OK	Y
1620.106	781	MONROE TRUCK WIDENING WING	635	09-05-00	6,706.00	5,706.00	0.00	1,000.00	OK	Y
1620.106	784	MONROE LEFT TRUCK WIDENING WING	635	12-31-03	6,328.50	5,379.22	0.00	949.28	OK	Y
1620.106	785	MONROE TRUCK WIDENING WING	635	12-31-03	6,328.50	5,379.22	0.00	949.28	OK	Y
1620.106	786	MONROE TRUCK WIDENING WING	635	11-01-08	6,351.00	3,870.00	540.00	1,941.00	OK	Y
1620.106	787	MONROE TRUCK WIDENING WING	635	11-01-08	6,537.50	3,985.50	556.00	1,996.00	OK	Y
1620.106	788	MONROE LEFT TRUCK WIDENING WING	635	11-01-08	6,537.50	3,985.50	556.00	1,996.00	OK	Y
1620.106	789	MONROE TRUCK WIDENING WING	635	11-01-08	6,537.50	3,985.50	556.00	1,996.00	OK	Y
1620.106	790	MONROE LEFT TRUCK WIDENING WING	635	11-01-08	6,537.50	3,985.50	556.00	1,996.00	OK	Y
1620.106	791	2010 MONROE WING	635	11-01-10	6,329.00	2,780.00	538.00	3,011.00	OK	Y
1620.106	792	2010 MONROE LEFT WING	635	11-01-10	6,329.00	2,780.00	538.00	3,011.00	OK	Y
1620.106	793	MONROE RIGHT WING	635	11-01-10	6,329.00	2,780.00	538.00	3,011.00	OK	Y
1620.106	794	MONROE LEFT WING	635	11-01-10	6,329.00	2,780.00	538.00	3,011.00	OK	Y
1620.106	795	MONROE RIGHT WING	635	10-08-15	7,669.00	135.81	651.90	6,881.29	OK	Y
1620.106	797	MONROE WING	635	11-01-09	7,000.00	3,669.00	595.00	2,736.00	OK	Y
1620.106	798	MONROE WING	635	11-01-09	7,000.00	3,669.00	595.00	2,736.00	OK	Y
1620.106	799	MONROE WING	635	11-01-09	7,000.00	3,669.00	595.00	2,736.00	OK	Y
1620.106	800	COUNTY BUILT SPREADER	420	12-31-13	6,077.26	1,291.32	645.66	4,140.28	OK	Y
1620.106	801	MONROE WING	635	11-01-10	6,329.00	2,780.00	538.00	3,011.00	OK	Y
1620.106	802	MONROE WING	635	11-01-07	8,870.00	6,520.00	798.00	1,552.00	OK	Y
1620.106	803	MONROE WING	635	11-01-10	6,329.00	2,780.00	538.00	3,011.00	OK	Y
1620.106	804	COUNTY BUILT SPREADER	428	12-31-14	7,572.59	804.57	804.57	5,963.45	OK	Y
1620.106	805	MONROE WING	635	12-31-04	6,829.00	5,804.65	0.00	1,024.35	OK	Y
1620.106	806	MONROE RIGHT WING	635	11-01-11	4,979.50	1,766.00	424.00	2,789.50	OK	Y
1620.106	807	MONROE LEFT WING	635	11-01-11	4,979.50	1,766.00	424.00	2,789.50	OK	Y
1620.106	808	MONROE RIGHT WING	635	11-01-11	6,448.00	2,283.00	548.00	3,617.00	OK	Y
1620.106	809	WAUSAU WING	635	01-03-83	10,711.50	9,104.50	0.00	1,607.00	OK	Y
1620.106	810	MONROE LOADER WING	635	11-01-11	17,000.00	6,020.00	1,445.00	9,535.00	OK	Y
1620.106	811	MONROE RIGHT WING	635	11-01-11	6,448.00	2,283.00	548.00	3,617.00	OK	Y
1620.106	812	MONROE WING	635	12-31-04	6,829.00	5,804.65	0.00	1,024.35	OK	Y
1620.106	813	RIGHT WING	635	04-26-12	4,668.00	1,454.86	396.78	2,816.36	OK	Y
1620.106	814	LEFT WING	635	04-26-12	4,668.00	1,454.86	396.78	2,816.36	OK	Y
1620.106	815	MONROE LEFT WING	635	10-08-15	7,669.00	135.81	651.90	6,881.29	OK	Y
1620.106	816	WAUSAU WING	635	02-07-62	2,250.00	2,025.00	0.00	225.00	OK	Y
1620.106	817	MONROE WING	635	12-12-95	5,200.00	4,420.00	0.00	780.00	OK	Y
1620.106	818	MONROE WING	635	12-12-95	5,200.00	4,420.00	0.00	780.00	OK	Y
1620.106	820	MONROE WING	635	12-12-95	5,200.00	4,420.00	0.00	780.00	OK	Y
1620.106	821	MONROE WING	635	12-12-95	5,200.00	4,420.00	0.00	780.00	OK	Y
1620.106	822	MONROE WING	635	07-02-96	6,000.00	5,100.00	0.00	900.00	OK	Y
1620.106	823	COUNTY BUILT SPREADER	420	12-31-16	2,945.39	0.00	26.08	2,919.31	OK	Y
1620.106	824	MONROE RIGHT WING	635	06-28-16	7,669.00	0.00	325.95	7,343.05	OK	Y
1620.106	825	MONROE WING	635	09-01-98	6,000.00	5,100.00	0.00	900.00	OK	Y
1620.106	826	MONROE WING	635	09-01-98	6,000.00	5,100.00	0.00	900.00	OK	Y
1620.106	827	MONROE WING	635	12-31-99	6,500.00	5,525.00	0.00	975.00	OK	Y
1620.106	828	MONROE WING	635	12-31-99	6,500.00	5,525.00	0.00	975.00	OK	Y
1620.106	829	MONROE WING	635	12-31-99	6,500.00	5,525.00	0.00	975.00	OK	Y
1620.106	830	MONROE WING	635	12-31-99	6,500.00	5,525.00	0.00	975.00	OK	Y

BROWN COUNTY PUBLIC WORKS MACHINERY EQUIPMENT INVENTORY 12/31/2016

GL Account	EQ#	Description	Class	Date Acquired	Total Cost	PY Depreciation	CY Depreciation	Book Value	Status	Act
1620.106	831	VIKING LEFT WING	635	11-23-05	6,134.00	5,214.00	0.00	920.00	OK	Y
1620.106	832	MONROE LEFT WING	635	06-28-16	7,669.00	0.00	325.95	7,343.05	OK	Y
1620.106	836	MONROE WING	635	11-01-06	5,920.00	4,612.67	419.33	888.00	OK	Y
1620.106	837	MONROE WING	635	11-01-06	5,920.00	4,612.67	419.33	888.00	OK	Y
1620.106	838	MONROE WING	635	11-01-06	5,920.00	4,612.67	419.33	888.00	OK	Y
1620.106	839	MONROE WING	635	11-01-06	5,920.00	4,612.67	419.33	888.00	OK	Y
1620.106	840	MONROE WING	635	11-01-07	7,976.50	5,537.00	678.00	1,761.50	OK	Y
1620.106	841	MONROE WING	635	11-01-07	7,976.50	5,537.00	678.00	1,761.50	OK	Y
1620.106	842	MONROE WING	635	11-01-07	8,870.00	6,520.00	798.00	1,552.00	OK	Y
1620.106	843	MONROE WING	635	11-01-07	8,870.00	6,520.00	798.00	1,552.00	OK	Y
1620.106	844	MONROE WING	635	10-10-14	6,423.00	659.75	546.00	5,217.25	OK	Y
1620.106	845	MONROE LEFT WING	635	10-10-14	6,423.00	659.75	546.00	5,217.25	OK	Y
1620.106	846	MONROE RIGHT WING	635	10-10-14	6,423.00	659.75	546.00	5,217.25	OK	Y
1620.106	847	MONROE WING	635	10-10-14	6,423.00	659.75	546.00	5,217.25	OK	Y
1620.106	848	MONROE RIGHT WING	635	10-08-15	7,669.00	135.81	651.90	6,881.29	OK	Y
1620.106	849	MONROE LEFT WING	635	10-08-15	7,669.00	135.81	651.90	6,881.29	OK	Y
1620.106	850	MONROE RIGHT WING	635	01-01-16	10,471.00	0.00	519.17	9,951.83	OK	Y
1620.106	851	MONROE RIGHT WING	635	06-28-16	8,105.00	0.00	344.45	7,760.55	OK	Y
1620.106	854	MONROE RIGHT WING	635		0.00	0.00	0.00	0.00	OK	Y
1620.106					1,964,894.05	1,144,611.00	94,254.24	726,028.81		

(05) BROWN

20,490,358.38 11,843,816.33 953,624.02 7,692,918.03

**BROWN COUNTY HIGHWAY DEPARTMENT
RECONCILIATION OF CURRENT YEAR'S DEPRECIATION
YEAR 2016**

ANNUAL DEPRECIATION

Improvements Other Than Buildings (Land Improvements)			
On 12-31-16 Inventory		<u>131,262.45</u>	
Discarded		<u>-</u>	<u>131,262.45</u>
Buildings and Building Improvements			
On 12-31-16 Inventory		<u>103,453.06</u>	
Sold			
Annual Depreciation	<u>-</u>		
Difference - Sale Price vs. Book Value	<u>-</u>	<u>-</u>	
Discarded		<u>-</u>	<u>103,453.06</u>
Machinery and Equipment			
On 12-31-16 Inventory		<u>953,624.02</u>	
Traded In		<u>130.00</u>	
Sold			
Annual Depreciation	<u>-</u>		
Difference - Sale Price vs. Book Value	<u>(14,024.00)</u>	<u>14,024.00</u>	
Discarded		<u>-</u>	<u>967,778.02</u>
Other Fixed Assets			
On 12-31-16 Inventory		<u>112,891.52</u>	
Traded In		<u>-</u>	
Sold			
Annual Depreciation	<u>-</u>		
Difference - Sale Price vs. Book Value	<u>-</u>	<u>-</u>	
Discarded		<u>-</u>	<u>112,891.52</u>
TOTAL			<u><u>1,315,385.05</u></u>

DEPRECIATION EXPENSE DISTRIBUTION

Highway Administration	<u>56,067.37</u>
Radio Expense	<u>7,481.92</u>
Shop Operations	<u>43,190.14</u>
Fuel Handling	<u>6,903.68</u>
Machinery Operations	<u>891,866.99</u>
Pit and Quarry Operations	<u>-</u>
Bituminous Operations	<u>129,845.25</u>
Buildings and Grounds Operations (Incl. 545.67 Electrician EQ Depreciation)	<u>180,029.70</u>
TOTAL	<u><u>1,315,385.05</u></u>

Total Annual Depreciation Must Equal Total Distribution

**BROWN COUNTY HIGHWAY DEPARTMENT
YEAR 2016**

ADMINISTRATION FUND

Beginning Balance January 1, 2016		\$ (98,666.45)
Tax Levy		-
Revenues:		
Records		
Private	\$ 1,958.07	
State	172,991.36	
Other State	490.97	
County Cap Projects	276,860.04	
County Maintenance	169,623.04	
County Departments	390.85	
County Municipalities	45,733.74	
County Municipalities--Bridge Aid	36,518.26	
Other Municipalities	1,463.38	
Other	396.25	
Total Records		706,425.96
State		
Supervision	116,231.26	
Radio	5,437.92	
Insurance	8,425.84	
Drug Reimbursement	3,126.66	
Total State		133,221.68
Maintenance Scrap		11,617.42
Accident Reimbursement		34,752.36
Engineering Permits		16,175.00
Miscellaneous (Tower Rental)		13,734.00
Total Available		\$ 817,259.97
Expenditures		
Administration	\$ 766,582.72	
Radio	8,110.42	
General Public Liability	29,394.58	
Supervision/Training	399,230.29	
Total Expenditures		1,203,318.01
Fund Balance December 31, 2016		<u><u>(386,058.04)</u></u>

COUNTY AID BRIDGE CONSTRUCTION

Beginning Balance January 1, 2016	\$ 3,295,763.05
Brown County Tax Levy	145,000.00
Local Matching Municipality Funds	-
Total Available	\$ 3,440,763.05
Municipality Funds Returned To Municipalities	(1,139,764.50)
BC Funds Transferred Out (Projects Not Identified)	(437,785.51)
Expenditures	(1,089,357.25)
Fund Balance December 31, 2016	<u><u>\$ 773,855.79</u></u>

**BROWN COUNTY HIGHWAY DEPARTMENT
FRINGE BENEFIT ANALYSIS
YEAR 2016**

EXPENDITURES

Time Off With Pay		
Sick Leave	\$ 90,340.06	
Vacation	435,970.04	
Longevity	-	
Holiday	147,035.78	
Comp Pay	-	
Sick Leave Lump Sum	-	
Other (Bereavement)	20,843.70	\$ 694,189.58
Social Security		404,276.21
Retirement (Employer's Share)		353,501.33
Retirement (Employee's Share Paid by Employer)		-
Hospital and Health Insurance		1,256,112.47
Life Insurance		10,042.84
Unemployment Compensation		12,954.80
Other - Disability Insurance		37,926.05
Worker's Compensation Insurance		141,934.00
Accrued Vested Sick Leave		(342.53)
Accrued Vested Vacation		7,269.38
Total Fringe Benefits		\$ 2,917,864.13
Total Fringe Benefit Costs Recovered (Cost Allocations, Credit)		\$ 2,885,944.14
2016 Balance-Fringe Benefits		(24,993.14)
Deferred Revenue--Fringe Benefits 01/01/2016		(55,364.38)
Deferred Revenue--Fringe Benefits 12/31/2016		(30,371.24)

**BROWN COUNTY HIGHWAY DEPARTMENT
FIELD SMALL TOOLS ACCOUNT
YEAR 2016**

Labor		<u>\$ 6,995.46</u>
Fringe Benefits	(Included above)	<u>3,956.72</u>
Shop Overhead	(Not charged)	<u>-</u>
Materials		<u>43,240.93</u>
Machinery		<u>-</u>
Consumable Tools (Detail by major type)	<u>\$ -</u>	
	<u>-</u>	
	<u>-</u>	
	<u>-</u>	
	<u>-</u>	
	<u>-</u>	<u>-</u>
Total Costs		<u><u>\$ 54,193.11</u></u>
Cost Allocations (Credits)		<u><u>\$ 53,137.07</u></u>
Net Balance (Year-end variance) UNDER APPLIED		<u><u>\$ (1,056.04)</u></u>
Total Field Labor (Including fringe benefits)		<u><u>\$ 5,313,774.00</u></u>
Deferred Revenue--Small Tools 01/01/2016		<u><u>\$ (193.34)</u></u>
Deferred Revenue--Small Tools 12/31/2016		<u><u>\$ 862.70</u></u>

**BROWN COUNTY HIGHWAY DEPARTMENT
FUEL HANDLING
YEAR 2016**

Labor		\$ 17,887.45
Fringe Benefit Costs		<u>10,303.17</u>
Fuel Truck Costs		
Depreciation	\$ -	
Other Expenses	<u>10,378.33</u>	<u>10,378.33</u>
Depreciation of Bulk Fuel Storage Equipment		<u>6,903.68</u>
Other - Maintenance of Bulk Fuel Stations		<u>25,628.65</u>
Total		<u>\$ 71,101.28</u>
Cost Allocation (Credits)		<u>(75,123.11)</u>
Fuel Handling Variance (Over) Under Recovery		<u><u>\$ (4,021.83)</u></u>

**BROWN COUNTY HIGHWAY DEPARTMENT
HIGHWAY ADMINISTRATION
YEAR 2016**

Labor		
Commissioner	<u>\$ 53,436.44</u>	
Other Labor	<u>157,548.90</u>	<u>\$ 210,985.33</u>
Fringe Benefit Costs		<u>86,057.53</u>
Travel & Training Expense		<u>12,269.79</u>
Committee Per Diem and Expenses		<u>96.96</u>
Commissioner's Car Expense		
Depreciation	<u>\$ 4,602.56</u>	
Other Expenses	<u>3,934.60</u>	<u>8,537.16</u>
Engineer Vehicle Expenses		
Depreciation	<u>\$ (716.24)</u>	
Other Expenses	<u>(3,811.81)</u>	<u>(4,528.05)</u>
Office Supplies		<u>2,521.76</u>
Buildings and Grounds Allocation		<u>22,676.50</u>
Depreciation of Office Equipment		<u>12,721.31</u>
Postage		<u>2,070.40</u>
Data Processing Services		<u>138,562.09</u>
Office Machine Maintenance		<u>7,225.59</u>
Telephone		<u>178.77</u>
Miscellaneous		
Professional Services	<u>\$ 40,805.86</u>	
Subscriptions & Dues	<u>69.00</u>	
Advertising for Bids	<u>733.46</u>	
Interest Expense	<u>39,666.57</u>	
Setback Administration	<u>-</u>	
Indirect Cost	<u>185,932.69</u>	<u>267,207.58</u>
TOTAL COSTS		<u>\$ 766,582.72</u>

**BROWN COUNTY HIGHWAY DEPARTMENT
OTHER ADMINISTRATION AND GENERAL EXPENSES
YEAR 2016**

RADIO EXPENSES

Labor	-
Fringe Benefit Costs	-
Material	-
Shop Overhead	-
Contractual Services	628.50
Depreciation	7,481.92
Total Radio Costs	<u>8,110.42</u>

GENERAL PUBLIC LIABILITY

General Public Liability Insurance	21,991.91
Errors & Omissions	7,402.67
Umbrella Liability Insurance	-
Total GPL Costs	<u>29,394.58</u>

PATROL SUPERVISION

Labor	222,576.79
Fringe Benefits	83,339.48
Machinery (\$26,505.38 depreciation)	63,385.69
Training	25,612.83
Other	4,315.50
Total Patrol Supervision Costs	<u>399,230.29</u>

**BROWN COUNTY PUBLIC WORKS
COUNTY AID BRIDGE FUND THROUGH
December 31, 2016**

TOWNS

	Balance 1/1/2016	County Levy	District Appropriation	Total Available	2016 County Expenses	2016 District Expenses	Balance 12/31/2016
Eaton							
Eaton - Brown County Funds	32,261.69	30,000.00		62,261.69			62,261.69
Eaton - District @ BC	32,261.71			32,261.71			32,261.71
Eaton - District @ District	-		30,000.00	30,000.00			30,000.00
Total Available Eaton				124,523.40			124,523.40
Glenmore							
Glenmore - Brown County Funds	85,410.02			85,410.02	79,570.30		5,839.72
Glenmore - District @ BC	85,410.02		(85,410.02)	-			-
Glenmore - District @ District	-			-			-
Total Available Glenmore				85,410.02			5,839.72
Green Bay							
Green Bay - Brown County Funds	77,505.82			77,505.82			77,505.82
Green Bay - District @ BC	77,505.82			77,505.82			77,505.82
Green Bay - District @ District	-			-			-
Total Available T. Green Bay				155,011.64			155,011.64
Holland							
Holland - Brown County Funds	65,178.65			65,178.65			-
RETURNED TO BC - NO PROJ					65,178.65		
Holland - District @ BC	65,178.66			65,178.66			65,178.66
Holland - District @ District	-			-			-
Total Available Holland				130,357.31			65,178.66
Humboldt							
Humboldt - Brown County Funds	15,789.10			15,789.10			15,789.10
Humboldt - District @ BC	15,789.10			15,789.10			15,789.10
Humboldt - District @ District	-			-			-
Total Available Humboldt				31,578.20			31,578.20
Lawrence							
Lawrence - Brown County Funds	84,325.77	35,000.00		119,325.77	60,119.19		59,206.58
Lawrence - District @ BC	84,325.77		(24,206.58)	60,119.19		60,119.19	-
Lawrence - District @ District	-		35,000.00	35,000.00			35,000.00
Total Available Lawrence				214,444.96			94,206.58
Ledgeview							
Ledgeview - Brown County Funds	86,063.22			86,063.22			-
RETURNED TO BC - NO PROJ					86,063.22		
Ledgeview - District @ BC	86,063.23		(86,063.23)	-			-
Ledgeview - District @ District	-			-			-
Total Available Ledgeview				86,063.22			-
Morrison							
Morrison - Brown County Funds	10,878.61			10,878.61	0.01		10,878.60
Morrison - District @ BC	10,878.60		(10,878.61)	(0.01)		(0.01)	0.00
Morrison - District @ District	-			-			-
Total Available Morrison				10,878.60			10,878.60
New Denmark							
New Denmark - Brown county Funds	59,031.89	5,000.00		64,031.89	7,231.22		56,800.67
New Denmark - District @ BC	59,031.91		(59,031.91)	-			-
New Denmark - District @ District	-		5,000.00	5,000.00			5,000.00
Total Available New Denmark				69,031.89			61,800.67
Pittsfield							
Pittsfield - Brown County Funds	25,327.68	20,000.00		45,327.68	58,982.40		(13,654.72)
Pittsfield - District @ BC	25,327.69			25,327.69		25,327.69	-
Pittsfield - District @ District	-		20,000.00	20,000.00			20,000.00
Total Available Pittsfield				90,655.37			6,345.28
Rockland							
Rockland - Brown County Funds	38,231.67			38,231.67			15,000.00
RETURNED TO BC - NO PROJ					23,231.67		
Rockland - District @ BC	38,231.68		(38,231.68)	-			-
Rockland - District @ District	-			-			-
Total Available Rockland				38,231.67			15,000.00
Scott							
Scott - Brown County Funds	11,771.80	30,000.00		41,771.80	48,223.32		(6,451.52)
Scott - District @ BC	11,771.80			11,771.80		11,771.80	-
Scott - District @ District	-		30,000.00	30,000.00		30,000.00	-
Total Available Scott				83,543.60			(6,451.52)
Wrightstown							
Wrightstown - Brown County Funds	373,181.23			373,181.23	75,645.69		161,828.00
RETURNED TO BC - NO PROJ					135,707.54		
Wrightstown - District @ BC	373,181.23		(373,181.23)	-			-
Wrightstown - District @ District	-			-			-
Total Available Wrightstown				373,181.23			161,828.00

**BROWN COUNTY PUBLIC WORKS
COUNTY AID BRIDGE FUND THROUGH
December 31, 2016**

Balance 1/1/2016	County Levy	District Appropriation	Total Available	2016 County Expenses	2016 District Expenses	Balance 12/31/2016
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VILLAGES

Aswaubenon

Ashwaubenon - Brown County Funds	127,604.43		127,604.43			-
RETURNED TO BC - NO PROJ				127,604.43		
Ashwaubenon - District @ BC	127,604.44	(127,604.44)	-			-
Ashwaubenon - District @ District	-		-			-
Total Available Ashwaubenon			127,604.43			-

Bellevue

Bellevue - Brown County Funds	139,665.73		139,665.73	124,857.27		14,808.46
Bellevue - District @ BC	139,665.74	(139,665.74)	-			-
Bellevue - District @ District	-		-			-
Total Available Bellevue			139,665.73			14,808.46

Howard

Howard - Brown County Funds	220,245.63		220,245.63	291,424.95		(71,179.32)
Howard - District @ BC	220,245.63		220,245.63		220,245.63	-
Howard - District @ District	-		-			-
Total Available Howard			440,491.26			(71,179.32)

Hobart

Hobart - Brown County Funds	(82.52)	25,000.00	24,917.48	18,529.84		6,387.64
Hobart - District @ BC	(82.52)		(82.52)			(82.52)
Hobart - District @ District	-	25,000.00	25,000.00			25,000.00
Total Available Hobart			49,834.96			31,305.12

Suamico

Suamico - Brown County Funds	195,491.06		195,491.06	7,308.76		188,182.30
Suamico - District @ BC	195,491.06	(195,491.06)	-			-
Suamico - District @ District	-		-			-
Total Available Suamico			195,491.06			188,182.30

Totals - Towns	1,929,914.37	120,000.00	120,000.00	1,492,911.11	639,953.21	127,218.67	725,739.23
Totals - Villages	1,365,848.68	25,000.00	25,000.00	953,087.44	569,725.25	220,245.63	163,116.56

FUNDS RETURNED TO MUNICIPALITIES

(1,139,764.50)

1,139,764.50

GRAND TOTALS

3,295,763.05	145,000.00	145,000.00	2,445,998.55	1,209,678.46	347,464.30	888,855.79
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LESS MUNICIPAL FUNDS @ MUNICIPALITY	(30,000.00)	115,000.00
FUNDS RETURNED TO BROWN COUNTY NO ID PROJECTS	(437,785.51)	773,855.79

TOTAL BRIDGE AID EXPENSE BROWN COUNTY **1,089,357.25**

**BROWN COUNTY HIGHWAY DEPARTMENT
SPECIAL REVENUE FUND
YEAR 2016**

Beginning Balance			\$	1,466,100.67
Tax Levy				-
State Payments:	Gas Tax	4,136,527.52		
	CHIP	-		
	CHIP D	-		
	Other State Payments-LRIP Admin	17,224.28		4,153,751.80
				-
Bridge Assessment from Districts				14,000.00
Total Available			\$	<u>5,633,852.47</u>
Expenditures				
General Maintenance-	Surface Maintenance	549,206.36		
	Shoulder Maintenance	127,468.16		
	Mowing & Brush	416,862.16		
	Guard Fence/Safety	4,159.75		
	Drainage/Culverts/Bridges	177,699.72		
	Trash Pickup	<u>178,007.83</u>		1,453,403.98
Winter Maintenance-	Drift Prevention	115,075.23		
	Storage	20,000.13		
	Apply Chloride/Sanding	607,469.92		
	Blading & Plowing	983,036.41		
	Mailboxes	<u>16,621.28</u>		1,742,202.97
Traffic Control	Pavement Marking	211,361.42		
	Signing Maintenance	76,863.28		
	Traffic Signal Maintenance	<u>214,474.68</u>		502,699.38
Engineering				300,010.11
Road Construction/Reconditioning & Resurfacing				
	SW	Storm Water Management	9,373.13	
	C-22	1 1/2" Overlay	19,334.56	
	31.703	Dead Deer	14,005.87	
				42,713.56
Inventory Adjustment				327,025.32
County Accidents				3,741.08
Transfer Out to Fund 446 (Highway Capital Projects)				95,214.49
Sale(Use) of Excess Right-of-Way				-
Total Expenditures				<u>4,467,010.89</u>
Balance as of 12/31/16 (See below for breakdown)				<u>1,166,841.58</u>
FUNDS CARRYOVER	-----	Storm Water Management	73,118.07	
	-----	Reconditioning/Resurfacing	34,940.94	
	-----	Major Bridge Repair	53,936.27	
	-----	Sale of Right of Way	52,072.78	
	-----	Building Fund Reserve	189,044.00	
	-----	General Maintenance	<u>763,729.52</u>	
				<u>1,166,841.58</u>

**BROWN COUNTY HIGHWAY DEPARTMENT
CAPITAL PROJECTS FUND
YEAR 2016**

Beginning Balance			\$	709,002.85
Tax Levy				829,400.00
Transfer In From 240 Fund				533,000.00
Bond Proceeds				6,910,000.00
Note Proceeds				-
District Payments:	EA-9 Willow Rd to STH 29 - Bellevue			6,829.91
	EB-30 Larsen Road to STH 29 - C. Green Bay (Signal)			12,525.98
	EB-34 RDB @ EB & Preservation Way - Howard			66,313.11
	GV-10 CTH G to CTH X - Ledgeview			81,389.30
	GV-9 Bower Creek to CTH G -Bellevue			4,574.22
	GV-9 Bower Creek to CTH G -Ledgeview			3,742.54
	N-16 Bascom Way to Spartan Road - C. Green Bay			470,135.81
	PP-15 STH 57 to Rockland Ave - De Pere			(240.70)
	PP-15 STH 57 to Rockland Ave - Ledgeview			(174.40)
	T-29 RR to STH 54 - T. Scott			72,243.10
	V-19 Daly Dr to Town Hall Rd - Bellevue			46,277.83
	YY-1 Holmgren to Ashland Ave - Ashwaubenon			170,649.03
				934,265.73
	CHID Income			727,831.42
	Disaster Relief Aid			-
	Interest Income			9,040.81
	Debt Issue Expense			(39,932.73)
	Transfer In			-
Total Available			\$	<u>10,612,608.08</u>
Road Construction	A-22 CTH I to Church Rd			273,555.64
	EA-9 Willow Rd to STH 29			13,659.82
	EB-34 Roudabout at CTH EB & Preservation Way			132,626.21
	GV-9 Bower Creek to CTH G			16,633.50
	GV-10 CTH G to CTH X			169,908.26
	GV-11 Allouez to 172			466.11
	KB-6 St Claude to Prospect			3,700.44
	N-16 Bascom Way to Spartan Rd			940,271.58
	PP-15 STH 57 to Rockland Road			(479.77)
	U-21 RDB @ CTH U & CTH DD			1,272.87
	SB-3 & SB-4 Environmental Impact Study			65,778.50
	V-19 Daly Dr to Town Hall Rd			95,090.49
	VK-7 Traffic Signals VK & Wood Ln			3,089.65
	YY-1 Holmgren to Ashland Ave			340,223.02
	ZZ-12 Clay St to Tetzlaff Rd			33,718.63
	ZZ-15 Tetzlaff Rd to STH 54			92,894.82
	ZZ-17 At Meadowlark Rd			<u>971,754.73</u>
				3,154,164.50
Reconditioning & Resurfacing	B-16 Veterans Ave to CTH J			1,537.88
	CF-1 Asphalt Crack Filling East Side CTH's			156,966.25
	D-16 River St to Red Maple Rd			954,822.39
	D-17 Hickory Rd to Barrington Dr			487,180.73
	D-18 High St to Hickory Rd			34,004.28
	EB-29 Larsen Rd Intersection			112,379.57
	EB-30 Larsen Rd to STH 29			792,421.52

**BROWN COUNTY HIGHWAY DEPARTMENT
CAPITAL PROJECTS FUND (CONTINUED)
YEAR 2016**

Reconditioning & Resurfacing Continued

EB-35	CTH G to CTH AAA	990,464.71
F-15	CTH EB to Mid Valley Dr	125,320.64
FF-8	Slope Repair Between FF & Duck Creek	112,980.12
HS-8	Riverview to Glendale	720,895.84
HS-9	Glendale to CTH B	27,224.65
IR-6	CTH B to Quietwood Trail	334,692.77
J-22	CTH U to CTH F	886.64
J-23	CTH M to Parkland Way	4,499.46
JJ-21	Hazen Rd to STH 141	93,531.48
KB-8	CTH T to East County Line	8,381.63
R-11	CTH KB to USH 141/29	43.83
T-28	CTH N to RR	137.86
T-29	RR to STH 54	501,791.99
WET-1	Wetland Mitigation Bank	1,246.10
Y-4	Shady Rd to Old 29	2,267.57

5,463,677.91

Bridge Construction

HS-10	Bridge Over Suamico River	100.99
GE-30	Dutchman's Creek Bridge	4,297.98
M-19	Bridge Over Suamico River	5,067.48
MM-7	Bridge Over Bower Creek	7,981.43
T-31	Structure 250' S Eastwing	52.49
X-30	WI Central LTD Railroad Bridge	16,321.18
XX-16	Bridge Over East River	378.48
ZZ-16	Bridge Over East River	7,552.76

41,752.79

Transfer Out

66,619.91

Total Expenditures and Transfers

8,726,215.11

Balance as of 12/31/16 (See below for breakdown)

1,886,392.97

Capital Projects Money Available (As of 12/31/16)

2012 Budget

Interest 1,451.82

1,451.82

2013 Bond

VK-7 Traffic Signals VK & Wood Ln 100,000.00
KB-8 CTH T to East County Line 60,770.84

160,770.84

2013 Budget

T-27 Pine to Highridge 5,857.31
Z-28 Box Culver Replacement 5,493.59

11,350.90

2014 Bond

Interest Income (148.69)
XX-16 Bridge Over East River 76,623.44

76,474.75

2014 Budget

ZZ-12 Clay St to Tetzlaff Rd 94,709.57

94,709.57

**BROWN COUNTY HIGHWAY DEPARTMENT
CAPITAL PROJECTS FUND (CONTINUED)
YEAR 2016**

Capital Projects Money Available (As of 12/31/16) Continued

2015 Bond

EA-9 Willow Rd to STH 29	113,775.89
M-19 Bridge Over Suamico River	5,629.51
MM-7 Bridge Over Bower Creek	21,824.16
ZZ-16 Bridge Over East River	<u>2,907.99</u>

144,137.55

2015 Budget

Interest Income	235.52
EB-30 STH 54 to STH 29	12,776.26
T-28 CTH N to RR	<u>15,211.77</u>

28,223.55

2016 Bond

Interest Income & Bond Premium	77,643.02
N-16 Bascom Way to Spartan Rd	62,159.19
YY-1 Holmgren to Ashland Ave	85,211.13
X-30 WI Central LTD Railroad Bridge	421,592.82
ZZ-17 At Meadowlark Rd	34,374.69
EB-35 CTH G to CTH AAA	71,146.74
A-22 CTH I to Church Rd	31,784.97
IR-6 CTH B to Quietwood Trail	116,052.12
EB-30 STH 54 to STH 29	283,772.49
HS-8 Riverview to Glendale	<u>55,702.56</u>

1,239,439.73

2016 Budget

V-19 & V-19L Daly Dr to Town Hall Rd	(2,977.70)
GE-30 Dutchman's Creek Bridge	71,586.81
EB-35 CTH G to CTH AAA	46,879.55
D-17 Hickory Rd to Barrington Dr	(16,723.86)
SB-4 Environmental Impact Study	10,853.85
HS-9 Glendale to CTH B	(14,284.56)
T-27 Pine to Highridge	40,000.00
EB-36 CTH F to CTH EE	15,000.00
B-16 Veterans Ave to CTH J	3,462.12
J-23 & J-24 CTH M to Parkland Way	15,500.54
Y-4 Shady Rd to Old 29	(2,267.57)
D-18 Hickory St to Hickory Rd	(34,004.28)
HS-10 Bridge Over Suamico River	(100.99)
VK-7 Traffic Signals VK & Wood Ln	<u>(3,089.65)</u>

129,834.26

Total Capital Projects Money Available (As of 12/31/16)

1,886,392.97

**BROWN COUNTY HIGHWAY DEPARTMENT
DISTRIBUTION OF SHOP OVERHEAD AT YEAR END
BASED ON DIRECT LABOR
YEAR 2016**

Shop Overhead Rate 0.613907% *

ACCOUNT	DIRECT SHOP LABOR AND FRINGE BENEFITS	SHOP OVERHEAD
Highway Administration	\$ -	\$ -
Engineering	-	-
Field Small Tools	-	-
Machinery Operations	793,425.42	487,089.07
Pit and Quarry Operations	-	-
Bituminous Operations		
TOTALS	\$ 793,425.42	\$ 487,089.07

NOTE: 2017 Interim work charged @ 2016 rate of 1.039585%

**BROWN COUNTY HIGHWAY DEPARTMENT
SHOP OPERATIONS
YEAR 2016**

Direct Labor	<u>\$ -</u>		
Fringe Benefits	<u>-</u>	<u>\$ -</u>	
Less Recovered on Work Orders		<u>-</u>	<u>\$ -</u>
Direct Materials		<u>\$ -</u>	
Less Recovered on Work Orders		<u>-</u>	<u>-</u>
Indirect Labor			<u>241,313.70</u>
Training			<u>8,774.92</u>
Shop Supplies			<u>117,831.54</u>
Depreciation of Shop Equipment			<u>10,625.17</u>
Service Cars			
Depreciation	<u>\$ 32,564.97</u>		
Other Costs	<u>27,167.53</u>	<u>\$ 59,732.50</u>	
Less Revenue		<u>519.84</u>	<u>59,212.66</u>
Telephone			<u>10,066.91</u>
Purchase and Repair of Shop Tools			<u>22,689.54</u>
Mechanic Tool Allowance & Uniform			<u>14,128.00</u>
Maintenance of Shop Equipment			<u>5,165.58</u>
First Aid & Safety			<u>52,558.17</u>
Buildings and Grounds Allocation			<u>180,183.95</u>
Allocation Offset			
Shop Overhead Recovered on Work Orders		<u>(10,643.55)</u>	
Fuel Handling (Over) Under Recovery		<u>(4,021.83)</u>	
Gain (Loss) on sale of Shop Assets (Adjustment to Depreciation)		<u>-</u>	
Sale of Salvage and Waste Products		<u>(11,547.42)</u>	<u>(26,212.80)</u>
Inventory Adjustments			
Shop Materials and Supplies		<u>\$ (149,486.00)</u>	
Gasoline		<u>(24,855.48)</u>	
Diesel Fuel		<u>(51,254.83)</u>	
Lubricating Oils and Grease		<u>16,348.04</u>	<u>(209,248.27)</u>
Total Shop Operations to be Allocated			<u>\$ 487,089.07</u>
Divided By Direct Labor & Fringe Benefits charged for shop services			<u>793,425.42</u>
Equals Shop Overhead Rate			<u>0.613907</u>

**BROWN COUNTY HIGHWAY DEPARTMENT
BUILDINGS AND GROUNDS OPERATION
YEAR 2016**

Depreciation of Buildings			\$ 103,453.06
Depreciation of Improvements other than Buildings			76,030.97
Heat, Light, Power and Water			102,523.39
Labor - Cleaning/Lock-up			59,582.48
Maintenance of Buildings & Grounds (Includes Janitorial Expense)			236,528.50
Insurance on Buildings & Grounds (Excludes GPL)			35,283.70
Building Security			903.80
Gain or (Loss) on Sale Building (Adjustment to Depreciation)			-
Building Superintendent & Other Indirect			12,800.51
Building Superintendent's Vehicle (Incl. \$0 Depreciation)			3,925.45
Electrician's Vehicle (Incl. (\$716.24) Depreciation)			(4,528.05)
Electrician Expense (Labor & Materials) (Incl. \$545.67 EQ Depreciation)			15,402.79
Total Building and Grounds Cost			\$ 641,906.60
Less: Local Dept. Storage:			
Less Salt Storage Costs			
Depreciation of Salt Facilities			
State Built	\$ 24,770.77		
Others	5,801.01	\$ 30,571.78	
Utilities		9,749.72	
Salt Facilities Maintenance/Repairs		44,199.65	
Insurance		4,494.96	(89,016.12)
Total Buildings and Grounds Costs to be Allocated			\$ 552,890.48
Divided By Total Square Footage of all Buildings (Excluding Salt Facilities)			168,843.00
Equals Allocation per Square Foot			3.274583

ALLOCATIONS TO	Square Feet	Allocation Rate	Amount
Highway Administration	6,925	3.2746	\$ 22,676.50
Shop Operations	55,025	3.2746	\$ 180,183.95
Equipment Storage	106,198	3.2746	\$ 347,754.19
Bituminous Operations	695.00	3.2746	\$ 2,275.84
Totals	168,843.00		\$ 552,890.48

**BROWN COUNTY HIGHWAY DEPARTMENT
BITUMINOUS OPERATIONS
YEAR 2016**

Labor		<u>\$ 88,540.17</u>
Fringe Benefit Costs		<u>50,947.30</u>
Materials & Supplies		<u>1,401,960.00</u>
Inventory Adjustment		<u>-</u>
Equipment Rental (Not Exclusively Used for Bituminous Operations)		<u>94,493.43</u>
Equipment Expenses (Exclusively Used for Bituminous Operations)		
Depreciation	<u>\$ 74,613.77</u>	
Shop Labor	<u>\$ -</u>	
Shop Fringe Benefits	<u>\$ -</u>	
Shop Overhead	<u>\$ -</u>	
Equipment Rental	<u>760.00</u>	
Other Expenses	<u>184,747.39</u>	<u>260,121.16</u>
Buildings & Grounds Allocation		<u>2,275.84</u>
Cold Patch Production		<u>-</u>
Land Rent		<u>-</u>
Land Improvement Depreciation		<u>55,231.48</u>
Other -		<u>-</u>
Total		<u>\$ 1,953,569.38</u>
Cost Allocation (Credits)		<u>(1,759,672.44)</u>
Net Balance		<u>\$ 193,896.94</u>

**BROWN COUNTY HIGHWAY DEPARTMENT
MACHINERY FUND 12/31/16**

Beginning Balance 01/01/16			\$	-
Tax Levy				-
Machinery Earnings				4,435,011.78
Sale of Equipment				<u>(14,024.00)</u>
Total Available			\$	4,420,987.78
Expenditures- less Depreciation	\$	2,771,726.70		
Machinery Purchases		1,353,175.39		<u>4,124,902.09</u>
				296,085.69
Balance of Operation of Buildings				<u>276,252.69</u>
Balance of Machinery Fund-to Retained Earnings-Unreserved			\$	(19,833.00)
Machinery Operation Expense				
Fuel Cost	\$	531,640.42	Total Revenue	\$ 4,435,011.78
Lube/Antifreeze		34,293.10	Total Expense	<u>3,663,593.69</u>
Repair Labor		793,425.42	Profit (%)	\$ 771,418.09
Overhead		487,089.07	Balance of Buildings	<u>276,252.69</u>
Repair Materials		787,548.95		
Tires/Battery Cost		59,475.34	Net Gain	<u>\$ 495,165.40</u>
Sundry Cost		78,254.40	Percentage Gain	<u>13.52%</u>
		<u>2,771,726.70</u>		
Depreciation		891,866.99		
Total Expense	\$	<u>3,663,593.69</u>		

**BROWN COUNTY HIGHWAY DEPARTMENT
EQUIPMENT COST ANALYSIS-2016**

Unit Number	Total Cost	Fuel Cost	Lubricants/Antifreeze	Repair Labor	Repair Materials	Overhead	Tires/Batteries	Sundry	Depreciation	Hours	Unit Type	Revenue
001	49,584.02	11,163.81	300.24	7,140.75	4,393.96	4,383.76	2,036.63	142.80	20,022.07	1032.25	HOUR	52,500.34
002	156.93	-	-	-	14.13	-	-	142.80	-	6.00	HOUR	513.24
003	50,456.91	13,171.16	427.51	7,099.91	3,855.60	4,358.68	1,379.18	142.80	20,022.07	1297.75	HOUR	66,003.70
004	48,388.69	8,182.28	898.95	9,727.89	3,780.13	5,972.02	3,808.62	142.80	15,876.00	849.50	HOUR	43,205.63
005	42,301.43	8,223.82	429.87	6,884.50	5,350.59	4,226.44	1,449.41	142.80	15,594.00	832.00	HOUR	42,315.58
006	53,919.77	7,326.66	1,231.62	10,903.93	10,353.84	6,694.00	2,048.92	142.80	15,218.00	741.50	HOUR	37,712.76
007	174.01	-	-	19.34	-	11.87	-	142.80	-	0.00	HOUR	-
008	783.91	-	14.19	318.35	113.13	195.44	-	142.80	-	0.00	HOUR	-
009	24,922.65	1,840.30	119.25	10,091.43	5,847.26	6,195.20	686.41	142.80	-	287.75	HOUR	16,971.50
010	47,787.15	6,200.68	208.47	10,181.94	7,089.30	6,250.76	700.20	142.80	17,013.00	628.50	HOUR	31,965.56
011	4,082.00	1,207.35	-	1,439.41	408.78	883.66	-	142.80	-	123.00	HOUR	7,254.54
012	7,867.42	2,684.96	154.68	2,763.47	425.00	1,696.51	-	142.80	-	248.25	HOUR	14,641.79
013	21,397.51	3,785.23	957.93	6,301.83	6,340.98	3,868.74	-	142.80	-	350.00	HOUR	20,643.09
014	19,345.13	5,228.55	166.89	6,826.90	2,788.91	4,191.08	-	142.80	-	624.00	HOUR	36,803.52
015	66,319.52	12,292.29	751.34	16,004.09	8,137.91	9,825.02	2,814.07	142.80	16,352.00	1039.75	HOUR	52,881.78
016	38,575.01	7,453.86	811.39	4,960.24	4,360.16	3,045.13	1,449.43	142.80	16,352.00	725.00	HOUR	36,873.52
017	43,986.29	8,716.98	667.57	5,670.43	7,759.35	3,481.12	2,046.04	142.80	15,502.00	879.25	HOUR	44,718.68
018	8,793.30	3,128.12	129.98	2,827.41	829.22	1,735.77	-	142.80	-	512.00	HOUR	30,197.77
019	13,933.40	4,248.02	153.79	4,270.19	2,497.10	2,621.50	-	142.80	-	548.75	HOUR	32,365.28
021	26,389.94	3,417.23	831.07	8,226.92	8,622.50	5,050.56	98.86	142.80	-	300.75	HOUR	17,738.26
022	57,528.65	11,386.89	815.83	9,909.01	8,484.45	6,083.21	2,612.46	142.80	18,094.00	963.50	HOUR	49,003.67
023	62,690.56	6,722.24	1,157.94	14,676.15	11,747.95	9,009.79	4,078.69	142.80	15,155.00	747.75	HOUR	38,030.58
024	65,763.80	7,246.66	1,010.62	11,441.40	20,306.94	7,023.96	3,436.42	142.80	15,155.00	685.75	HOUR	34,877.27
025	52,810.64	2,874.39	49.69	12,736.14	28,885.60	7,818.81	303.21	142.80	-	419.50	HOUR	24,742.16
026	44,530.03	5,298.63	678.39	9,823.78	6,002.35	6,030.89	1,705.19	142.80	14,848.00	513.25	HOUR	30,271.51
027	50,988.67	11,255.43	323.66	8,288.97	3,052.02	5,088.66	-	142.80	22,837.13	1034.00	HOUR	52,589.26
028	51,442.16	11,597.65	275.10	7,216.25	4,943.12	4,430.11	-	142.80	22,837.13	1227.00	HOUR	62,405.32
029	12,794.61	3,954.68	588.45	4,000.17	1,652.78	2,455.73	-	142.80	-	377.00	HOUR	22,235.59
030	16,878.52	4,136.37	578.92	5,582.37	3,011.00	3,427.06	-	142.80	-	402.75	HOUR	23,754.20
031	44,221.85	11,429.85	309.78	6,359.05	4,463.49	3,903.87	695.29	142.80	16,917.72	1273.00	HOUR	64,744.86
032	15,131.93	4,866.89	-	4,006.49	3,351.30	2,459.61	304.84	142.80	-	374.25	HOUR	22,073.37
033	4,422.48	1,609.58	-	1,401.10	408.85	860.15	-	142.80	-	169.00	HOUR	9,967.62
034	45,118.54	5,283.65	200.66	11,543.59	8,660.37	7,086.69	1,031.11	142.80	11,169.67	459.50	HOUR	27,101.33
035	53,957.45	7,157.94	736.30	13,565.83	11,804.52	8,328.16	1,354.23	142.80	10,867.67	773.00	HOUR	45,591.57
036	44,442.31	8,846.89	673.05	9,925.03	7,893.82	6,093.05	-	142.80	10,867.67	977.25	HOUR	57,638.24
037	23,264.05	2,750.72	42.64	7,008.71	8,610.24	4,302.70	406.24	142.80	-	453.25	HOUR	46,857.00
038	19,220.15	3,919.66	497.61	5,472.98	5,102.47	3,359.90	724.73	142.80	-	372.00	HOUR	21,940.62
039	9,862.93	1,282.94	27.63	4,130.38	1,743.51	2,535.67	-	142.80	-	128.25	HOUR	7,564.19
040	17,002.04	759.64	10.19	4,391.63	9,001.73	2,696.05	-	142.80	-	59.00	HOUR	3,479.82
041	42,377.94	4,099.80	244.14	12,942.27	17,003.58	7,945.35	-	142.80	-	443.25	HOUR	26,142.89
042	202.80	-	-	-	60.00	-	-	142.80	-	0.00	HOUR	-
045	33,643.53	6,118.65	194.55	3,124.37	1,565.80	1,918.07	4,507.32	142.80	16,071.97	570.25	HOUR	36,119.72

**BROWN COUNTY HIGHWAY DEPARTMENT
EQUIPMENT COST ANALYSIS-2016**

Unit Number	Total Cost	Fuel Cost	Lubricants/Antifreeze	Repair Labor	Repair Materials	Overhead	Tires/Batteries	Sundry	Depreciation	Hours	Unit Type	Revenue
046	37,119.22	8,089.91	689.67	5,932.71	1,825.30	3,642.13	724.73	142.80	16,071.97	658.00	HOUR	41,677.78
047	13,087.76	211.14	-	5,417.72	2,242.90	3,325.98	-	142.80	1,747.22	34.50	HOUR	2,185.23
048	18,258.57	1,782.31	-	8,736.95	1,930.85	5,363.67	301.99	142.80	-	205.25	HOUR	12,105.71
049	43,890.16	6,404.37	775.91	6,522.50	9,007.37	4,004.21	-	142.80	17,033.00	778.00	HOUR	49,278.65
050	34,239.42	2,905.39	501.15	9,404.24	15,217.65	5,773.33	294.86	142.80	-	271.50	HOUR	17,196.83
051	2,350.84	737.70	-	900.18	17.53	552.63	-	142.80	-	215.50	HOUR	13,649.77
052	22,538.06	4,002.67	112.33	8,653.20	4,112.01	5,312.26	202.79	142.80	-	521.50	HOUR	38,465.84
053	31,204.80	3,538.54	1,376.50	5,131.96	17,559.61	3,150.55	304.84	142.80	-	341.50	HOUR	21,630.62
054	1,933.01	832.10	-	570.09	38.04	349.98	-	142.80	-	179.00	HOUR	8,330.66
055	13,574.61	3,071.96	21.01	3,488.41	4,512.30	2,141.56	196.57	142.80	-	318.75	HOUR	20,189.66
058	23,890.60	2,991.85	227.13	9,067.48	5,793.14	5,566.59	101.61	142.80	-	285.25	HOUR	18,067.78
059	23,291.59	3,674.10	743.58	9,159.62	3,643.50	5,623.15	304.84	142.80	-	357.00	HOUR	22,612.41
060	10,356.47	2,706.55	-	892.73	4,281.30	548.05	-	142.80	1,785.04	157.25	HOUR	7,997.77
062	6,500.71	559.24	-	166.50	3,744.91	102.22	-	142.80	1,785.04	30.75	HOUR	1,563.95
063	56,034.35	13,389.27	440.23	8,064.68	6,353.22	4,950.96	2,141.65	142.80	20,551.54	1359.75	HOUR	69,156.96
064	45,099.79	11,828.12	486.98	6,174.42	1,475.80	3,790.52	649.61	142.80	20,551.54	1127.75	HOUR	57,357.39
069	8,486.44	1,742.05	102.38	2,793.41	1,990.91	1,714.89	-	142.80	-	569.00	HOUR	15,704.40
075	76,577.34	3,904.98	557.14	25,647.27	30,580.11	15,745.04	-	142.80	-	696.25	HOUR	19,216.50
084	15,715.05	3,929.00	114.02	6,391.53	1,213.89	3,923.81	-	142.80	-	448.75	HOUR	20,884.84
085	263.62	-	-	74.86	-	45.96	-	142.80	-	0.00	HOUR	-
086	3,898.98	1,160.12	-	1,418.48	306.77	870.81	-	142.80	-	540.50	HOUR	25,154.87
087	25,896.73	1,637.19	-	11,863.25	4,970.56	7,282.93	-	142.80	-	261.00	HOUR	12,146.96
089	26,830.03	3,394.22	-	10,692.61	5,706.28	6,564.27	329.85	142.80	-	408.25	HOUR	18,999.97
090	5,331.81	1,549.76	-	1,945.87	498.80	1,194.58	-	142.80	-	458.50	HOUR	21,338.60
091	25,604.46	3,493.11	34.24	4,142.25	1,791.09	2,542.96	874.01	142.80	12,584.00	413.50	HOUR	19,244.30
092	37,944.98	4,832.93	229.67	10,194.83	7,009.07	6,258.68	-	142.80	9,277.00	604.75	HOUR	28,145.08
093	40,676.07	3,376.08	153.05	11,323.88	7,785.23	6,951.81	-	142.80	10,943.22	464.75	HOUR	21,629.50
094	24,522.68	2,854.33	-	3,303.14	366.22	2,027.82	-	142.80	15,828.37	465.25	HOUR	21,652.82
101	11,919.38	851.42	-	5,036.30	2,761.04	3,091.82	36.00	142.80	-	157.25	HOUR	11,422.64
102	4,462.68	365.56	-	1,200.75	1,689.87	737.15	326.55	142.80	-	54.00	HOUR	3,922.56
103	6,724.61	524.15	63.29	3,446.63	413.83	2,115.91	18.00	142.80	-	74.00	HOUR	5,375.36
104	6,275.31	743.62	-	2,257.24	1,745.91	1,385.74	-	142.80	-	99.50	HOUR	7,227.68
105	22,630.03	3,473.12	-	2,313.71	1,810.00	1,420.40	-	142.80	13,470.00	610.00	HOUR	44,310.40
106	5,697.53	700.04	-	824.07	3,488.72	505.90	36.00	142.80	-	111.50	HOUR	8,099.36
107	1,648.98	89.09	-	827.81	81.08	508.20	-	142.80	-	15.00	HOUR	1,089.60
108	2,033.17	355.26	-	904.26	75.72	555.13	-	142.80	-	62.25	HOUR	4,521.84
109	16,649.75	878.60	-	5,652.01	6,506.53	3,469.81	-	142.80	-	123.50	HOUR	8,971.04
110	24,403.77	478.34	-	9,432.68	8,559.16	5,790.79	-	142.80	-	69.00	HOUR	5,012.16
111	11,266.30	1,296.07	138.92	3,803.96	3,495.27	2,335.28	54.00	142.80	-	164.50	HOUR	11,949.28
112	3,541.20	861.87	-	1,366.99	330.34	839.20	-	142.80	-	67.50	HOUR	4,903.20
114	39,870.10	4,222.89	-	3,911.81	15,117.21	2,401.49	54.00	142.80	14,019.90	735.50	HOUR	53,426.72
129	1,252.40	125.06	-	566.19	70.76	347.59	-	142.80	-	18.00	HOUR	1,162.08

**BROWN COUNTY HIGHWAY DEPARTMENT
EQUIPMENT COST ANALYSIS-2016**

Unit Number	Total Cost	Fuel Cost	Lubricants/ Antifreeze	Repair Labor	Repair Materials	Overhead	Tires/ Batteries	Sundry	Depreciation	Hours	Unit Type	Revenue
136	1,518.65	(2.50)	-	826.93	43.76	507.66	-	142.80	-	16.00	HOUR	1,032.96
137	263.62	-	-	74.86	-	45.96	-	142.80	-	0.00	HOUR	-
140	16,394.58	2,430.95	-	1,111.93	701.98	682.62	-	142.80	11,324.30	711.50	HOUR	32,003.28
141	2,457.00	306.48	-	1,183.25	98.06	726.41	-	142.80	-	31.00	HOUR	2,867.50
142	7,552.46	741.77	-	808.76	754.93	496.50	-	142.80	4,607.70	484.50	HOUR	20,697.84
143	7,372.71	689.14	-	1,081.86	27.75	664.16	-	142.80	4,767.00	159.50	HOUR	7,174.31
144	1,980.92	541.65	-	638.34	266.25	391.88	-	142.80	-	75.25	HOUR	3,968.69
146	142.80	-	-	-	-	-	-	142.80	-	6.00	HOUR	269.88
148	8,756.50	412.21	34.05	2,662.19	884.91	1,634.34	-	142.80	2,986.00	338.00	HOUR	14,439.36
149	14,646.91	2,361.20	-	150.51	-	92.40	-	142.80	11,900.00	1109.00	HOUR	56,952.18
156	63,590.30	4,746.48	-	10,145.01	9,608.17	6,228.09	-	142.80	32,719.75	40752.67	TONS	86,043.04
159	333.21	-	-	37.43	-	22.98	-	142.80	130.00	0.00	HOUR	-
160	2,753.00	888.02	-	862.12	330.80	529.26	-	142.80	-	185.00	HOUR	7,270.50
161	4,116.22	509.33	82.89	1,805.40	365.84	1,108.35	101.61	142.80	-	286.00	HOUR	11,239.80
162	14,775.66	1,059.27	-	2,227.16	5,835.41	1,367.27	-	142.80	4,143.75	332.00	HOUR	13,047.60
163	7,105.26	693.76	-	2,706.21	1,901.13	1,661.36	-	142.80	-	455.25	HOUR	17,891.33
164	12,116.75	601.81	-	3,919.72	5,046.08	2,406.34	-	142.80	-	158.25	HOUR	6,219.23
165	7,366.05	307.19	-	864.72	238.73	530.86	-	142.80	5,281.75	272.50	HOUR	10,709.25
166	9,066.73	443.09	-	1,142.14	746.13	701.17	-	142.80	5,891.40	168.50	HOUR	7,366.82
171	3,495.36	216.28	-	376.77	932.83	231.30	-	142.80	1,595.38	89.75	HOUR	3,302.28
172	5,819.06	1,326.51	-	2,268.84	688.05	1,392.86	-	142.80	-	296.25	HOUR	11,642.64
173	8,421.41	796.32	12.60	887.02	1,379.29	544.55	-	142.80	4,658.83	312.50	HOUR	11,848.32
174	428.32	-	-	37.43	-	22.98	-	142.80	225.11	25.00	HOUR	460.50
176	695.68	4.79	-	227.83	10.24	139.87	170.15	142.80	-	36.00	HOUR	1,155.60
179	1,353.35	68.91	-	648.43	95.13	398.08	-	142.80	-	95.00	HOUR	3,705.00
180	941.14	-	-	465.30	47.39	285.65	-	142.80	-	50.50	HOUR	1,969.50
187	142.80	-	-	-	-	-	-	142.80	-	2.00	HOUR	14.60
188	233.42	-	-	56.15	-	34.47	-	142.80	-	1.00	HOUR	18.66
190	2,085.55	5.81	-	151.74	1,692.05	93.15	-	142.80	-	8.00	HOUR	256.80
192	473.34	53.28	-	168.44	5.41	103.41	-	142.80	-	67.50	HOUR	2,536.92
193	271.58	-	-	75.65	6.69	46.44	-	142.80	-	0.00	HOUR	-
194	12,113.42	388.48	-	455.26	8,767.19	279.49	-	142.80	2,080.20	150.50	HOUR	4,831.05
195	12,274.07	-	-	845.82	8,686.00	519.25	-	142.80	2,080.20	201.00	HOUR	6,452.10
200	2,151.27	950.60	-	651.49	6.43	399.95	-	142.80	-	567.00	HOUR	31,003.56
201	2,455.61	788.22	-	882.80	45.83	541.96	54.00	142.80	-	139.50	HOUR	7,627.86
202	27,660.82	508.26	50.17	12,266.21	7,145.07	7,530.31	18.00	142.80	-	234.50	HOUR	12,822.46
205	19,268.97	1,349.74	155.12	3,653.45	8,170.98	2,242.88	-	142.80	3,554.00	877.25	HOUR	36,037.43
206	16,695.16	2,983.93	353.01	4,717.35	5,602.06	2,896.01	-	142.80	-	497.75	HOUR	37,052.51
207	9,493.28	3,441.55	-	2,774.17	1,431.68	1,703.08	-	142.80	-	703.00	HOUR	43,417.28
208	5,751.89	966.57	-	930.28	2,757.22	571.11	383.91	142.80	-	223.50	HOUR	14,719.71
209	5,174.94	1,027.72	-	1,488.11	1,218.84	913.56	383.91	142.80	-	238.50	HOUR	15,707.61
210	61,751.79	6,191.94	1,372.37	12,970.73	19,531.13	7,962.82	-	142.80	13,580.00	1132.75	HOUR	84,321.91

**BROWN COUNTY HIGHWAY DEPARTMENT
EQUIPMENT COST ANALYSIS-2016**

Unit Number	Total Cost	Fuel Cost	Lubricants/Antifreeze	Repair Labor	Repair Materials	Overhead	Tires/Batteries	Sundry	Depreciation	Hours	Unit Type	Revenue
211	18,766.35	1,850.54	71.27	2,746.09	1,462.81	1,685.84	-	142.80	10,807.00	372.00	HOUR	20,340.96
212	8,953.27	864.15	-	666.06	390.36	408.90	-	142.80	6,481.00	148.00	HOUR	8,092.64
213	5,971.79	1,249.25	271.13	1,758.80	1,470.07	1,079.74	-	142.80	-	249.00	HOUR	16,399.14
214	6,644.70	2,213.42	-	1,233.11	2,298.36	757.01	-	142.80	-	219.50	HOUR	13,038.30
215	4,414.75	-	-	1,847.10	1,290.90	1,133.95	-	142.80	-	198.25	HOUR	7,585.05
216	17,178.86	1,396.07	-	3,777.12	578.02	2,318.80	440.05	142.80	8,526.00	394.50	HOUR	21,571.26
217	3,159.84	290.44	-	546.53	1,844.55	335.52	-	142.80	-	127.25	HOUR	3,786.96
218	25,647.36	4,312.74	144.19	2,385.34	2,972.71	1,464.38	-	142.80	14,225.20	432.50	HOUR	25,690.50
219	394.22	-	-	149.72	9.79	91.91	-	142.80	-	3.00	HOUR	44.16
220	25,819.86	1,771.81	64.09	4,793.56	4,392.80	2,942.80	-	142.80	11,712.00	373.25	HOUR	20,409.31
221	142.80	-	-	-	-	-	-	142.80	-	15.50	HOUR	318.37
224	652.00	-	-	-	-	-	-	142.80	509.20	5.00	HOUR	174.90
225	5,212.83	1,395.87	-	1,270.71	530.25	780.10	753.10	142.80	340.00	265.00	HOUR	15,741.00
226	142.80	-	-	-	-	-	-	142.80	-	4.50	HOUR	98.55
227	142.80	-	-	-	-	-	-	142.80	-	2.00	HOUR	29.44
230	1,901.41	-	-	58.00	-	35.61	-	142.80	1,665.00	95.50	HOUR	3,764.99
233	430.92	-	-	150.95	44.50	92.67	-	142.80	-	1.00	DAYS	69.68
234	2,189.13	80.19	-	814.19	634.11	499.84	18.00	142.80	-	8.00	HOUR	437.44
235	362.37	-	-	-	-	-	-	142.80	219.57	0.00	DAYS	-
236	545.58	-	-	113.52	-	69.69	-	142.80	219.57	0.00	DAYS	-
237	4,616.95	-	-	481.88	2,757.19	295.83	-	142.80	939.25	89.00	HOUR	3,394.46
238	684.29	-	-	77.32	-	47.47	-	142.80	416.70	13.00	HOUR	398.84
239	14,783.98	661.31	-	824.69	1,392.36	506.28	-	142.80	11,256.54	162.50	TONS	48.75
240	20,622.52	4,639.56	-	2,562.23	2,240.10	1,572.97	199.86	142.80	9,265.00	608.75	HOUR	36,159.75
241	1,021.11	-	-	-	-	-	-	142.80	878.31	0.00	HOUR	-
242	142.80	-	-	-	-	-	-	142.80	-	12.00	HOUR	457.68
243	8,986.94	1,367.23	26.17	1,269.91	1,760.12	779.61	-	142.80	3,641.10	634.00	HOUR	18,282.84
244	444.84	-	-	187.15	-	114.89	-	142.80	-	13.00	HOUR	294.58
245	1,235.65	-	-	168.44	447.50	103.41	-	142.80	373.50	0.00	HOUR	-
246	5,741.29	-	-	2,867.42	970.74	1,760.33	-	142.80	-	72.00	HOUR	1,631.52
247	1,454.52	-	-	713.71	159.86	438.15	-	142.80	-	52.00	HOUR	1,952.08
248	8,125.66	-	-	4,274.51	1,084.20	2,624.15	-	142.80	-	203.50	HOUR	4,611.31
249	2,071.00	148.66	-	1,035.32	108.63	635.59	-	142.80	-	190.00	HOUR	6,543.60
250	142.80	-	-	-	-	-	-	142.80	-	11.00	HOUR	326.92
251	578.10	-	-	206.49	102.04	126.77	-	142.80	-	103.00	HOUR	1,353.42
252	468.73	-	-	112.29	144.70	68.94	-	142.80	-	11.00	HOUR	144.54
254	642.80	-	-	-	-	-	-	142.80	500.00	7.00	HOUR	208.04
256	263.62	-	-	74.86	-	45.96	-	142.80	-	1.50	HOUR	48.15
257	474.43	29.59	-	187.15	-	114.89	-	142.80	-	15.00	HOUR	1,595.40
258	628.21	-	-	37.43	-	22.98	-	142.80	425.00	4.00	HOUR	53.52
259	9,960.10	353.70	-	718.75	1,619.90	441.25	-	142.80	6,683.70	155.50	HOUR	12,943.82
261	1,890.97	-	-	615.32	755.10	377.75	-	142.80	-	96.00	HOUR	2,175.36

**BROWN COUNTY HIGHWAY DEPARTMENT
EQUIPMENT COST ANALYSIS-2016**

Unit Number	Total Cost	Fuel Cost	Lubricants/Antifreeze	Repair Labor	Repair Materials	Overhead	Tires/Batteries	Sundry	Depreciation	Hours	Unit Type	Revenue
262	740.20	-	27.61	303.14	80.55	186.10	-	142.80	-	60.00	HOUR	976.80
263	641.31	-	-	262.01	75.65	160.85	-	142.80	-	159.00	HOUR	2,089.26
265	741.05	-	-	224.58	235.80	137.87	-	142.80	-	0.00	HOUR	-
268	3,065.25	-	-	1,766.57	71.37	1,084.51	-	142.80	-	79.00	HOUR	1,038.06
269	3,055.86	-	-	1,574.83	283.95	966.80	-	142.80	87.48	42.00	HOUR	551.88
272	2,624.39	106.61	-	1,300.63	275.88	798.47	-	142.80	-	106.50	HOUR	1,733.82
273	786.56	106.38	-	253.18	(1,248.23)	155.43	-	142.80	1,377.00	61.00	HOUR	993.08
274	409.94	181.23	37.20	-	8.71	-	-	142.80	40.00	202.00	HOUR	2,234.12
275	752.84	-	-	377.99	-	232.05	-	142.80	-	19.00	HOUR	430.54
276	142.80	-	-	-	-	-	-	142.80	-	4.00	HOUR	90.64
277	2,805.36	-	-	1,142.93	817.98	701.65	-	142.80	-	202.00	HOUR	4,577.34
278	1,205.65	-	-	557.67	162.82	342.36	-	142.80	-	201.50	HOUR	4,565.99
279	850.65	3.85	-	74.86	2.18	45.96	-	142.80	581.00	12.50	HOUR	348.75
280	597.90	-	-	187.15	153.06	114.89	-	142.80	-	72.00	HOUR	946.08
281	2,433.04	-	-	1,317.03	164.68	808.53	-	142.80	-	179.00	HOUR	6,848.54
282	1,601.42	106.02	-	813.74	39.30	499.56	-	142.80	-	11.00	HOUR	306.90
283	622.94	-	-	297.50	-	182.64	-	142.80	-	241.50	HOUR	5,472.39
284	1,759.44	504.23	88.54	561.47	117.71	344.69	-	142.80	-	263.50	HOUR	4,289.78
285	302.16	-	-	-	-	-	-	142.80	159.36	0.00	HOUR	-
286	2,362.12	-	-	888.64	17.14	545.54	-	142.80	768.00	216.00	HOUR	4,894.56
287	1,484.69	-	-	355.59	-	218.30	-	142.80	768.00	139.50	HOUR	3,161.08
288	1,750.08	-	-	517.51	4.07	317.70	-	142.80	768.00	218.50	HOUR	4,951.21
289	302.16	-	-	-	-	-	-	142.80	159.36	0.00	HOUR	-
292	154.07	-	-	-	11.27	-	-	142.80	-	123.50	HOUR	459.42
293	1,736.21	-	-	37.43	-	22.98	-	142.80	1,533.00	149.00	HOUR	1,129.42
295	142.80	-	-	-	-	-	-	142.80	-	7.00	HOUR	602.70
296	142.80	-	-	-	-	-	-	142.80	-	434.00	HOUR	3,289.72
297	384.43	-	-	149.72	-	91.91	-	142.80	-	84.75	HOUR	642.41
298	142.80	-	-	-	-	-	-	142.80	-	489.00	HOUR	3,706.64
299	302.16	-	-	-	-	-	-	142.80	159.36	0.00	HOUR	-
300	142.80	-	-	-	-	-	-	142.80	-	8.00	HOUR	29.76
301	5,809.28	-	-	673.74	3,868.53	413.61	-	142.80	710.60	65.00	HOUR	8,589.10
303	717.72	32.39	-	334.51	2.66	205.36	-	142.80	-	55.00	HOUR	1,897.50
304	1,474.34	29.35	-	699.92	172.58	429.69	-	142.80	-	33.00	HOUR	924.00
305	5,963.15	577.15	137.85	1,840.37	2,135.16	1,129.82	-	142.80	-	435.50	HOUR	12,194.00
306	575.68	11.84	-	260.88	-	160.16	-	142.80	-	14.50	HOUR	507.21
308	678.02	-	-	112.29	113.86	68.94	-	142.80	240.13	6.00	HOUR	662.16
309	3,057.89	171.43	-	336.89	2,199.95	206.82	-	142.80	-	164.50	HOUR	14,163.45
310	1,942.00	-	-	689.88	685.80	423.52	-	142.80	-	317.25	HOUR	4,168.67
311	1,594.46	-	-	452.19	721.87	277.60	-	142.80	-	193.00	HOUR	717.96
312	770.82	-	-	300.67	142.77	184.58	-	142.80	-	168.00	HOUR	624.96
313	512.94	-	-	168.44	98.29	103.41	-	142.80	-	0.00	HOUR	-

**BROWN COUNTY HIGHWAY DEPARTMENT
EQUIPMENT COST ANALYSIS-2016**

Unit Number	Total Cost	Fuel Cost	Lubricants/ Antifreeze	Repair Labor	Repair Materials	Overhead	Tires/ Batteries	Sundry	Depreciation	Hours	Unit Type	Revenue
316	142.80	-	-	-	-	-	-	142.80	-	9.00	HOUR	288.00
317	978.20	213.71	-	222.64	12.37	136.68	-	142.80	250.00	322.00	HOUR	3,561.32
319	203.21	-	-	37.43	-	22.98	-	142.80	-	0.00	HOUR	-
320	667.06	-	-	318.16	10.78	195.32	-	142.80	-	127.50	HOUR	4,398.75
324	1,194.62	77.68	-	394.19	0.82	242.00	-	142.80	337.13	96.50	HOUR	1,428.20
325	324.03	-	-	112.29	-	68.94	-	142.80	-	22.50	HOUR	333.00
326	878.52	-	-	74.86	104.90	45.96	-	142.80	510.00	284.00	HOUR	1,056.48
327	834.03	-	-	112.29	-	68.94	-	142.80	510.00	336.00	HOUR	1,249.92
328	459.95	-	-	196.51	-	120.64	-	142.80	-	218.00	HOUR	810.96
329	(5,573.78)	-	-	367.21	(6,309.22)	225.43	-	142.80	-	103.50	HOUR	385.02
330	181.71	-	-	-	38.91	-	-	142.80	-	68.00	HOUR	2,197.76
331	1,642.76	-	-	336.87	-	206.81	-	142.80	956.28	470.50	HOUR	3,566.40
332	998.20	-	-	-	-	-	-	142.80	855.40	459.00	HOUR	3,479.24
333	263.62	-	-	74.86	-	45.96	-	142.80	-	0.00	HOUR	-
334	263.62	-	-	74.86	-	45.96	-	142.80	-	31.00	HOUR	703.70
335	1,697.82	-	-	926.07	60.43	568.52	-	142.80	-	72.00	HOUR	5,103.36
336	449.75	-	-	-	-	-	-	142.80	306.95	106.25	HOUR	1,166.63
337	449.75	-	-	-	-	-	-	142.80	306.95	29.50	HOUR	323.92
338	483.07	-	-	187.73	37.29	115.25	-	142.80	-	124.00	HOUR	1,361.53
339	1,797.69	-	-	352.60	1,085.83	216.46	-	142.80	-	174.00	HOUR	1,910.53
340	263.62	-	-	74.86	-	45.96	-	142.80	-	72.00	HOUR	790.56
341	1,614.29	-	-	74.86	1,350.67	45.96	-	142.80	-	647.25	HOUR	7,106.89
342	1,448.21	-	-	357.99	727.65	219.77	-	142.80	-	73.00	HOUR	801.54
343	952.80	-	-	-	-	-	-	142.80	810.00	0.00	HOUR	-
344	1,648.47	-	-	521.55	663.94	320.18	-	142.80	-	386.50	HOUR	4,243.77
347	261.54	-	-	73.57	-	45.17	-	142.80	-	152.50	HOUR	1,674.48
349	2,362.61	-	-	689.07	689.72	423.02	-	142.80	418.00	227.50	HOUR	2,497.97
350	2,508.47	-	-	407.90	1,289.36	250.41	-	142.80	418.00	182.25	HOUR	2,001.11
351	1,461.71	-	-	75.55	778.98	46.38	-	142.80	418.00	234.50	HOUR	2,574.81
352	1,717.17	-	-	111.34	1,394.68	68.35	-	142.80	-	165.00	HOUR	1,811.71
353	1,129.84	-	-	185.86	40.08	114.10	-	142.80	647.00	275.75	HOUR	3,027.79
355	1,700.00	-	-	149.07	669.61	91.52	-	142.80	647.00	197.00	HOUR	2,163.11
356	203.21	-	-	37.43	-	22.98	-	142.80	-	242.50	HOUR	2,662.65
357	1,237.61	-	-	279.44	643.82	171.55	-	142.80	-	0.00	HOUR	-
358	1,478.24	-	-	507.82	-	311.75	-	142.80	515.87	219.50	HOUR	2,410.22
359	2,062.04	-	-	345.36	714.86	212.02	-	142.80	647.00	174.50	HOUR	1,916.06
360	658.67	-	-	-	-	-	-	142.80	515.87	202.25	HOUR	2,220.78
362	1,304.63	-	-	-	645.96	-	-	142.80	515.87	197.75	HOUR	2,171.30
363	3,421.82	-	-	482.07	1,921.00	295.95	-	142.80	580.00	198.50	HOUR	2,179.53
364	1,769.75	-	-	637.70	17.76	391.49	-	142.80	580.00	208.50	HOUR	2,289.36
365	785.19	-	-	38.66	-	23.73	-	142.80	580.00	201.00	HOUR	2,206.98
366	933.23	-	-	74.86	669.61	45.96	-	142.80	-	193.75	HOUR	2,127.39

**BROWN COUNTY HIGHWAY DEPARTMENT
EQUIPMENT COST ANALYSIS-2016**

Unit Number	Total Cost	Fuel Cost	Lubricants/ Antifreeze	Repair Labor	Repair Materials	Overhead	Tires/ Batteries	Sundry	Depreciation	Hours	Unit Type	Revenue
367	1,318.66	-	-	345.03	39.01	211.82	-	142.80	580.00	164.75	HOUR	1,808.96
368	801.80	-	-	-	-	-	-	142.80	659.00	0.00	HOUR	-
369	142.80	-	-	-	-	-	-	142.80	-	1.00	HOUR	10.98
370	820.80	-	-	-	-	-	-	142.80	678.00	0.00	HOUR	-
371	741.80	-	-	-	-	-	-	142.80	599.00	0.00	HOUR	-
372	1,761.72	-	-	148.43	645.37	91.12	-	142.80	734.00	274.25	HOUR	3,011.27
374	261.54	-	-	73.57	-	45.17	-	142.80	-	224.00	HOUR	2,459.52
376	242.14	-	-	56.15	8.72	34.47	-	142.80	-	274.50	HOUR	3,014.08
377	1,326.11	-	-	94.20	94.18	57.83	-	142.80	937.10	237.00	HOUR	2,602.26
378	467.92	-	-	187.50	22.51	115.11	-	142.80	-	193.00	HOUR	2,119.15
380	233.42	-	-	56.15	-	34.47	-	142.80	-	96.50	HOUR	1,059.58
381	771.16	-	-	36.78	-	22.58	-	142.80	569.00	0.00	HOUR	-
382	711.80	-	-	-	-	-	-	142.80	569.00	0.00	HOUR	-
384	237.25	-	-	58.52	-	35.93	-	142.80	-	226.50	HOUR	2,487.05
386	719.80	-	-	-	-	-	-	142.80	577.00	0.00	HOUR	-
388	900.54	-	-	73.57	-	45.17	-	142.80	639.00	5.00	HOUR	54.90
389	1,792.94	-	-	222.64	1,290.82	136.68	-	142.80	-	101.00	HOUR	1,108.98
390	1,134.95	-	-	148.43	752.60	91.12	-	142.80	-	184.50	HOUR	2,025.81
391	1,083.48	-	-	111.00	57.54	68.14	-	142.80	704.00	177.50	HOUR	1,948.95
392	846.80	-	-	-	-	-	-	142.80	704.00	199.50	HOUR	2,190.56
393	2,571.22	-	-	486.97	705.40	298.95	-	142.80	937.10	169.75	HOUR	1,863.86
394	142.80	-	-	-	-	-	-	142.80	-	11.00	HOUR	120.78
395	1,660.75	-	-	474.66	751.89	291.40	-	142.80	-	292.25	HOUR	3,209.02
396	142.80	-	-	-	-	-	-	142.80	-	65.00	HOUR	713.75
397	925.70	-	-	56.77	8.08	34.85	-	142.80	683.20	214.00	HOUR	2,349.72
398	310.34	-	-	75.21	46.16	46.17	-	142.80	-	5.00	HOUR	54.90
399	3,776.23	-	-	483.50	2,169.91	296.82	-	142.80	683.20	251.75	HOUR	2,764.23
400	445.05	-	-	148.43	62.70	91.12	-	142.80	-	0.00	HOUR	-
401	1,646.28	-	-	214.86	588.02	131.90	-	142.80	568.70	115.75	HOUR	1,271.05
402	1,803.35	-	-	150.49	683.67	92.39	-	142.80	734.00	161.75	HOUR	1,776.03
403	1,063.29	-	-	84.22	50.57	51.70	-	142.80	734.00	214.50	HOUR	2,355.21
404	1,830.31	-	-	270.43	517.06	166.02	-	142.80	734.00	278.75	HOUR	3,060.68
405	3,218.85	-	-	166.55	2,124.05	102.25	-	142.80	683.20	233.75	HOUR	2,566.64
406	2,337.81	-	-	310.28	1,011.05	190.48	-	142.80	683.20	300.00	HOUR	3,294.00
410	1,006.08	-	-	97.35	26.17	59.76	-	142.80	680.00	87.00	HOUR	955.26
417	706.62	-	-	74.86	-	45.96	-	142.80	443.00	194.50	HOUR	2,135.61
418	1,732.56	-	-	295.56	669.75	181.45	-	142.80	443.00	272.00	HOUR	2,986.63
419	1,457.22	-	-	74.86	750.60	45.96	-	142.80	443.00	255.00	HOUR	2,799.93
428	263.62	-	-	74.86	-	45.96	-	142.80	-	0.00	HOUR	-
429	710.01	-	-	351.45	-	215.76	-	142.80	-	1.00	HOUR	205.20
435	142.80	-	-	-	-	-	-	142.80	-	2.00	HOUR	45.60
436	142.80	-	-	-	-	-	-	142.80	-	55.00	HOUR	1,030.70

**BROWN COUNTY HIGHWAY DEPARTMENT
EQUIPMENT COST ANALYSIS-2016**

Unit Number	Total Cost	Fuel Cost	Lubricants/ Antifreeze	Repair Labor	Repair Materials	Overhead	Tires/ Batteries	Sundry	Depreciation	Hours	Unit Type	Revenue
438	203.21	-	-	37.43	-	22.98	-	142.80	-	53.25	HOUR	997.91
440	142.80	-	-	-	-	-	-	142.80	-	15.50	HOUR	290.47
444	1,587.80	-	-	-	-	-	-	142.80	1,445.00	55.00	HOUR	1,030.70
446	142.80	-	-	-	-	-	-	142.80	-	59.00	HOUR	1,105.66
448	633.31	-	-	37.43	-	22.98	-	142.80	430.10	124.50	HOUR	2,333.14
449	230.55	-	-	54.37	-	33.38	-	142.80	-	12.00	HOUR	273.60
450	376.80	-	-	144.99	-	89.01	-	142.80	-	57.00	HOUR	1,068.18
452	142.80	-	-	-	-	-	-	142.80	-	80.50	HOUR	1,508.57
453	142.80	-	-	-	-	-	-	142.80	-	2.00	HOUR	45.60
454	142.80	-	-	-	-	-	-	142.80	-	52.50	HOUR	983.85
455	142.80	-	-	-	-	-	-	142.80	-	9.00	HOUR	205.20
456	283.18	-	-	86.98	-	53.40	-	142.80	-	67.50	HOUR	1,264.95
468	142.80	-	-	-	-	-	-	142.80	-	8.00	HOUR	149.92
471	142.80	-	-	-	-	-	-	142.80	-	11.50	HOUR	262.20
475	203.21	-	-	37.43	-	22.98	-	142.80	-	0.00	HOUR	-
476	142.80	-	-	-	-	-	-	142.80	-	25.00	HOUR	468.50
477	142.80	-	-	-	-	-	-	142.80	-	26.00	HOUR	592.80
478	142.80	-	-	-	-	-	-	142.80	-	64.50	HOUR	1,208.73
487	142.80	-	-	-	-	-	-	142.80	-	16.00	HOUR	364.80
491	142.80	-	-	-	-	-	-	142.80	-	3.00	HOUR	68.40
493	493.81	-	-	217.49	-	133.52	-	142.80	-	57.25	HOUR	1,072.87
501	1,128.58	271.24	-	356.82	138.67	219.05	-	142.80	-	31.20	MILE	22.46
514	4,047.39	1,334.73	-	1,079.89	469.19	662.95	357.83	142.80	-	303.25	HOUR	4,148.46
516	4,764.63	1,202.27	-	1,725.45	550.24	1,059.27	84.60	142.80	-	326.75	HOUR	4,469.94
518	10,423.67	2,791.84	105.07	1,161.34	117.86	712.95	548.89	142.80	4,842.92	898.75	HOUR	12,294.90
519	8,244.77	1,861.22	105.14	730.68	113.44	448.57	-	142.80	4,842.92	531.50	HOUR	7,270.92
520	10,664.63	3,580.60	295.00	766.79	202.42	470.74	363.36	142.80	4,842.92	946.50	HOUR	12,948.12
521	9,112.71	3,016.98	97.92	560.14	108.08	343.87	-	142.80	4,842.92	803.75	HOUR	10,995.30
527	9,772.02	1,154.29	31.40	1,869.56	2,144.28	1,147.74	-	142.80	3,281.95	443.50	HOUR	6,067.08
534	6,726.42	2,349.78	-	415.58	244.73	255.13	-	142.80	3,318.40	0.00	HOUR	-
537	4,173.45	2,660.92	-	638.93	253.06	392.24	85.50	142.80	-	707.50	HOUR	9,678.60
540	8,907.67	1,685.65	32.45	748.62	466.61	459.58	-	142.80	5,371.96	475.75	HOUR	6,508.26
542	7,182.55	849.46	32.74	209.58	447.35	128.66	-	142.80	5,371.96	305.25	HOUR	4,175.82
546	3,420.73	1,359.63	51.42	1,010.61	235.85	620.42	-	142.80	-	429.00	HOUR	5,868.72
549	5,537.79	1,520.49	69.46	1,197.98	1,738.84	735.45	132.77	142.80	-	511.00	HOUR	6,990.48
550	7,125.17	2,869.52	223.93	1,673.63	1,084.38	1,027.45	103.46	142.80	-	955.50	HOUR	13,071.24
551	10,482.40	4,317.02	288.05	2,466.16	1,038.98	1,513.99	715.40	142.80	-	1243.25	HOUR	38,935.09
552	9,996.44	4,362.82	292.75	2,305.58	967.61	1,415.41	509.47	142.80	-	1503.25	HOUR	20,564.46
553	4,792.56	2,907.55	196.26	823.48	120.53	505.54	96.40	142.80	-	884.75	HOUR	12,103.38
554	10,216.30	4,939.93	302.47	2,347.89	623.41	1,441.39	418.41	142.80	-	1633.25	HOUR	40,349.16
555	8,276.86	2,728.93	242.75	1,067.68	356.24	655.46	-	142.80	3,083.00	793.00	HOUR	10,848.24
556	9,143.00	2,519.64	140.75	1,410.58	742.37	865.96	237.90	142.80	3,083.00	824.75	HOUR	11,282.58

**BROWN COUNTY HIGHWAY DEPARTMENT
EQUIPMENT COST ANALYSIS-2016**

Unit Number	Total Cost	Fuel Cost	Lubricants/ Antifreeze	Repair Labor	Repair Materials	Overhead	Tires/ Batteries	Sundry	Depreciation	Hours	Unit Type	Revenue
557	13,162.02	4,429.04	326.92	1,226.24	492.35	752.80	955.65	142.80	4,836.22	1273.75	HOUR	29,873.70
558	14,980.39	4,710.56	331.45	2,716.35	1,015.07	1,667.59	238.57	142.80	4,158.00	1265.00	HOUR	28,815.40
562	16,608.68	3,601.67	220.96	3,067.53	2,703.65	1,883.18	725.22	142.80	4,263.67	1462.00	HOUR	20,000.16
563	4,462.95	1,368.11	293.42	1,161.69	783.76	713.17	-	142.80	-	498.75	HOUR	6,822.90
564	13,083.44	1,946.66	265.98	4,167.91	3,771.85	2,558.71	229.53	142.80	-	864.25	HOUR	11,822.94
565	4,755.06	1,159.50	244.71	1,722.52	313.28	1,057.47	114.78	142.80	-	388.00	HOUR	5,307.84
566	3,118.32	1,178.50	104.43	692.98	409.06	425.43	165.12	142.80	-	543.50	HOUR	7,435.08
570	4,912.79	1,422.81	110.43	1,300.66	908.05	798.48	229.56	142.80	-	445.50	HOUR	6,094.44
572	9,323.79	2,351.95	97.40	3,236.58	1,508.10	1,986.96	-	142.80	-	1116.50	HOUR	15,273.72
573	7,087.47	1,415.02	183.99	1,543.88	2,413.57	947.80	440.41	142.80	-	661.00	HOUR	9,042.48
574	9,833.38	2,418.55	207.09	3,084.07	1,757.22	1,893.33	330.32	142.80	-	930.25	HOUR	12,725.82
575	5,756.33	1,374.08	149.92	1,372.70	1,654.29	842.71	219.83	142.80	-	401.75	HOUR	5,495.94
576	4,939.14	1,931.93	108.81	981.22	512.32	602.38	659.68	142.80	-	812.25	HOUR	11,111.58
577	5,368.73	1,822.24	106.28	939.15	1,451.39	576.55	330.32	142.80	-	988.25	HOUR	13,519.26
578	6,153.68	1,933.77	100.83	1,601.33	1,281.87	983.07	110.01	142.80	-	684.50	HOUR	9,363.96
579	4,376.14	1,562.47	145.53	1,024.08	872.57	628.69	-	142.80	-	714.00	HOUR	9,767.52
580	7,119.05	2,177.35	145.99	919.55	2,609.52	564.52	559.32	142.80	-	965.25	HOUR	13,204.62
581	5,408.36	1,692.39	180.91	1,272.23	1,339.00	781.03	-	142.80	-	897.00	HOUR	12,270.96
582	6,764.06	1,941.89	96.61	1,881.49	1,215.88	1,155.06	330.33	142.80	-	889.75	HOUR	12,171.78
587	4,008.88	917.48	28.12	523.14	126.18	321.16	-	142.80	1,950.00	477.75	HOUR	6,535.62
588	174.47	-	31.67	-	-	-	-	142.80	-	20.00	HOUR	273.60
592	9,373.56	2,986.79	230.21	1,258.31	522.41	772.49	291.55	142.80	3,169.00	1186.25	HOUR	16,227.90
595	5,209.75	1,825.65	97.67	1,209.71	971.06	742.65	220.21	142.80	-	540.00	HOUR	7,387.20
598	11,911.23	782.66	65.35	2,014.79	3,708.77	1,236.89	183.97	142.80	3,776.00	441.00	HOUR	6,032.88
601	14,281.75	3,426.85	174.42	3,541.11	535.44	2,173.91	79.72	142.80	4,207.50	774.00	HOUR	25,185.97
603	18,915.89	5,016.29	283.67	4,196.57	2,373.04	2,576.30	119.72	142.80	4,207.50	858.00	HOUR	27,919.33
606	455.68	10.84	-	187.15	-	114.89	-	142.80	-	2.00	HOUR	53.92
611	14,941.61	960.99	-	2,931.90	1,399.31	1,799.91	-	142.80	7,706.70	249.50	HOUR	8,118.73
612	3,728.74	-	-	626.05	25.55	384.34	-	142.80	2,550.00	209.50	HOUR	6,771.04
647	536.02	-	-	-	393.22	-	-	142.80	-	0.00	HOUR	-
649	20,416.19	1,569.22	131.04	9,114.29	3,863.51	5,595.33	-	142.80	-	437.50	HOUR	14,236.25
650	1,199.98	-	-	501.40	247.97	307.81	-	142.80	-	358.50	HOUR	4,603.14
651	366.75	-	-	74.86	103.13	45.96	-	142.80	-	342.50	HOUR	4,397.70
656	574.97	15.04	-	258.46	-	158.67	-	142.80	-	9.00	HOUR	242.64
659	2,271.78	50.81	-	265.65	486.52	163.08	-	142.80	1,162.92	60.00	HOUR	1,160.40
661	6,403.20	-	-	1,564.89	1,191.81	960.70	-	142.80	2,543.00	737.00	HOUR	17,275.28
662	13,597.25	-	-	2,566.28	6,665.47	1,575.46	-	142.80	2,647.24	865.50	HOUR	20,287.32
663	142.80	-	-	-	-	-	-	142.80	-	0.50	HOUR	6.42
664	1,700.82	283.29	-	393.02	640.43	241.28	-	142.80	-	6.50	HOUR	96.86
665	2,305.90	274.93	-	666.21	812.97	408.99	-	142.80	-	67.25	HOUR	1,002.03
666	12,527.67	1,987.16	189.48	3,668.09	4,155.50	2,251.87	132.77	142.80	-	558.00	HOUR	18,157.32
667	3,018.03	-	-	712.76	1,724.90	437.57	-	142.80	-	90.00	HOUR	1,155.60

**BROWN COUNTY HIGHWAY DEPARTMENT
EQUIPMENT COST ANALYSIS-2016**

Unit Number	Total Cost	Fuel Cost	Lubricants/ Antifreeze	Repair Labor	Repair Materials	Overhead	Tires/ Batteries	Sundry	Depreciation	Hours	Unit Type	Revenue
668	1,497.16	-	-	770.40	111.01	472.95	-	142.80	-	90.25	HOUR	1,158.81
670	928.62	-	-	207.12	49.20	127.15	-	142.80	402.35	68.75	HOUR	1,086.25
671	545.15	-	-	-	-	-	-	142.80	402.35	3.00	HOUR	47.40
672	62,953.07	2,126.83	185.83	5,392.95	51,793.89	3,310.77	-	142.80	-	462.50	HOUR	15,049.75
673	4,938.87	-	-	303.13	4,306.85	186.09	-	142.80	-	387.00	HOUR	4,969.08
674	1,001.04	-	-	467.88	103.13	287.23	-	142.80	-	363.50	HOUR	4,667.34
675	15,696.69	2,289.18	4.20	2,232.67	5,186.19	1,370.65	-	142.80	4,471.00	547.00	HOUR	17,799.38
676	2,455.21	-	-	272.06	258.33	167.02	-	142.80	1,615.00	431.50	HOUR	5,540.46
677	1,476.93	-	-	450.47	103.11	276.55	-	142.80	504.00	429.50	HOUR	5,514.78
678	4,463.35	637.07	-	1,691.68	953.27	1,038.53	-	142.80	-	450.75	HOUR	6,716.18
679	4,955.47	488.93	-	2,046.12	1,018.72	1,256.13	2.77	142.80	-	438.00	HOUR	6,526.20
680	6,485.96	590.23	27.35	2,337.96	1,952.33	1,435.29	-	142.80	-	381.00	HOUR	13,121.64
681	384.43	-	-	149.72	-	91.91	-	142.80	-	233.00	HOUR	1,826.72
682	924.50	-	-	-	-	-	-	142.80	781.70	134.50	HOUR	2,125.10
683	1,089.20	-	-	102.05	-	62.65	-	142.80	781.70	54.25	HOUR	857.15
684	924.50	-	-	-	-	-	-	142.80	781.70	63.25	HOUR	999.35
685	5,501.04	-	-	427.87	3,863.00	262.67	-	142.80	804.70	144.00	HOUR	2,275.20
686	1,187.05	-	-	148.43	-	91.12	-	142.80	804.70	158.50	HOUR	2,504.30
687	1,732.82	-	-	74.26	769.94	45.59	-	142.80	700.23	136.00	HOUR	2,148.80
688	1,851.49	-	-	149.12	767.79	91.55	-	142.80	700.23	114.50	HOUR	1,809.10
689	2,209.43	-	-	224.67	1,059.03	137.93	-	142.80	645.00	333.75	HOUR	5,273.25
690	2,414.71	-	-	444.68	1,016.24	272.99	-	142.80	538.00	94.00	HOUR	1,485.20
691	752.88	-	-	37.43	11.67	22.98	-	142.80	538.00	156.50	HOUR	2,472.70
692	3,584.20	-	-	361.72	2,327.62	222.06	-	142.80	530.00	77.50	HOUR	1,224.50
693	1,391.80	-	-	-	719.00	-	-	142.80	530.00	147.00	HOUR	2,322.60
694	142.80	-	-	-	-	-	-	142.80	-	85.50	HOUR	1,350.90
695	1,737.14	-	-	74.86	1,473.52	45.96	-	142.80	-	96.50	HOUR	1,524.70
696	1,532.42	-	-	95.43	801.18	58.59	-	142.80	434.42	163.00	HOUR	2,575.40
697	1,329.29	-	-	259.43	767.79	159.27	-	142.80	-	87.50	HOUR	1,382.50
698	142.80	-	-	-	-	-	-	142.80	-	146.00	HOUR	2,306.80
699	1,030.44	-	-	74.26	767.79	45.59	-	142.80	-	212.25	HOUR	3,353.55
700	1,567.12	-	-	282.77	163.39	173.59	-	142.80	804.57	359.50	HOUR	10,533.38
701	1,181.27	-	-	643.45	-	395.02	-	142.80	-	227.50	HOUR	2,861.95
702	726.31	-	-	361.55	-	221.96	-	142.80	-	75.00	HOUR	943.50
703	1,013.87	-	-	58.00	-	35.61	-	142.80	777.46	242.00	HOUR	7,090.60
704	1,049.13	-	-	468.31	150.52	287.50	-	142.80	-	195.50	HOUR	2,459.39
705	1,484.73	-	-	256.49	150.52	157.46	-	142.80	777.46	326.50	HOUR	9,566.49
706	485.57	-	-	-	-	-	-	142.80	342.77	110.75	HOUR	1,393.32
707	789.80	-	-	-	-	-	-	142.80	647.00	268.50	HOUR	3,377.73
708	1,098.07	-	-	370.42	357.45	227.40	-	142.80	-	191.25	HOUR	2,405.95
709	500.25	-	-	-	357.45	-	-	142.80	-	150.50	HOUR	1,893.30
710	546.40	-	-	-	403.60	-	-	142.80	-	46.25	HOUR	581.83

**BROWN COUNTY HIGHWAY DEPARTMENT
EQUIPMENT COST ANALYSIS-2016**

Unit Number	Total Cost	Fuel Cost	Lubricants/ Antifreeze	Repair Labor	Repair Materials	Overhead	Tires/ Batteries	Sundry	Depreciation	Hours	Unit Type	Revenue
711	293.32	-	-	-	150.52	-	-	142.80	-	107.75	HOUR	1,144.33
712	142.80	-	-	-	-	-	-	142.80	-	122.50	HOUR	1,541.05
713	540.43	-	-	131.01	186.19	80.43	-	142.80	-	59.00	HOUR	742.23
714	706.62	-	-	76.12	440.97	46.73	-	142.80	-	169.00	HOUR	2,126.07
715	370.68	-	-	96.14	72.72	59.02	-	142.80	-	176.75	HOUR	2,223.52
716	1,389.94	-	-	230.76	874.71	141.67	-	142.80	-	179.50	HOUR	2,258.19
717	1,283.74	-	-	111.11	314.62	68.21	-	142.80	647.00	211.75	HOUR	2,663.83
718	346.67	-	-	-	203.87	-	-	142.80	-	0.00	HOUR	-
719	293.32	-	-	-	150.52	-	-	142.80	-	0.00	HOUR	-
720	419.39	-	-	-	276.59	-	-	142.80	-	0.00	HOUR	-
722	355.71	-	-	38.66	150.52	23.73	-	142.80	-	150.00	HOUR	1,887.00
723	162.13	-	-	-	19.33	-	-	142.80	-	310.25	HOUR	3,903.05
725	497.19	-	-	-	354.39	-	-	142.80	-	30.50	HOUR	383.69
726	264.66	-	-	30.45	72.72	18.69	-	142.80	-	232.50	HOUR	2,924.87
728	366.04	-	-	-	223.24	-	-	142.80	-	0.00	HOUR	-
729	226.46	-	-	-	83.66	-	-	142.80	-	164.00	HOUR	2,063.19
730	896.13	-	-	330.68	219.64	203.01	-	142.80	-	0.00	HOUR	-
732	10,045.05	-	-	58.00	162.84	35.61	-	142.80	9,645.80	298.00	HOUR	12,331.32
733	991.47	-	-	18.12	132.43	11.12	-	142.80	687.00	213.75	HOUR	2,688.99
734	1,452.78	-	-	528.97	456.27	324.74	-	142.80	-	192.25	HOUR	2,418.51
735	1,062.91	-	-	18.12	203.87	11.12	-	142.80	687.00	193.25	HOUR	2,431.10
736	142.80	-	-	-	-	-	-	142.80	-	10.00	HOUR	99.00
737	1,184.19	-	-	-	354.39	-	-	142.80	687.00	195.00	HOUR	2,453.10
738	1,124.33	-	-	320.10	464.92	196.51	-	142.80	-	143.00	HOUR	1,798.95
739	174.01	-	-	19.34	-	11.87	-	142.80	-	0.00	HOUR	-
740	703.86	-	-	185.90	261.03	114.13	-	142.80	-	52.50	HOUR	660.49
741	9,800.92	-	-	-	12.32	-	-	142.80	9,645.80	380.75	HOUR	4,789.84
742	1,082.52	-	-	48.32	177.74	29.66	-	142.80	684.00	163.50	HOUR	2,056.88
743	4,233.72	-	-	58.00	203.87	35.61	-	142.80	3,793.44	223.75	HOUR	2,814.78
744	233.42	-	-	56.15	-	34.47	-	142.80	-	90.50	HOUR	1,138.49
745	1,654.55	-	-	-	861.75	-	-	142.80	650.00	199.00	HOUR	2,503.44
746	1,181.65	-	-	18.72	293.64	11.49	-	142.80	715.00	215.00	HOUR	2,704.83
748	374.86	-	-	106.71	59.84	65.51	-	142.80	-	156.00	HOUR	1,962.49
749	346.67	-	-	-	203.87	-	-	142.80	-	0.00	HOUR	-
750	1,215.25	-	-	-	357.45	-	-	142.80	715.00	211.25	HOUR	2,657.61
751	1,067.33	-	-	129.83	-	79.70	-	142.80	715.00	205.50	HOUR	2,585.24
752	232.00	-	-	-	-	-	-	142.80	89.20	106.25	HOUR	3,113.13
753	1,008.58	-	-	-	185.78	-	-	142.80	680.00	0.00	HOUR	-
754	383.39	-	-	149.07	-	91.52	-	142.80	-	253.50	HOUR	2,540.07
755	1,441.55	-	-	252.73	203.87	155.15	-	142.80	687.00	226.00	HOUR	2,843.09
756	142.80	-	-	-	-	-	-	142.80	-	4.50	HOUR	47.79
757	346.59	-	-	-	203.79	-	-	142.80	-	218.25	HOUR	2,745.59

26

**BROWN COUNTY HIGHWAY DEPARTMENT
EQUIPMENT COST ANALYSIS-2016**

Unit Number	Total Cost	Fuel Cost	Lubricants/ Antifreeze	Repair Labor	Repair Materials	Overhead	Tires/ Batteries	Sundry	Depreciation	Hours	Unit Type	Revenue
758	456.52	-	-	65.50	208.01	40.21	-	142.80	-	227.75	HOUR	2,865.18
759	560.45	-	-	258.78	-	158.87	-	142.80	-	150.00	HOUR	1,887.03
760	755.31	-	-	264.41	185.78	162.32	-	142.80	-	101.00	HOUR	1,012.02
761	1,553.51	-	-	356.08	836.03	218.60	-	142.80	-	135.50	HOUR	1,357.71
762	1,076.62	-	-	147.14	12.35	90.33	-	142.80	684.00	139.00	HOUR	3,805.83
763	1,145.08	-	-	222.00	643.99	136.29	-	142.80	-	221.00	HOUR	2,214.49
764	914.25	-	-	37.43	12.32	22.98	-	142.80	698.72	197.00	HOUR	5,772.19
765	328.58	-	-	-	185.78	-	-	142.80	-	0.00	HOUR	-
766	148.18	-	-	-	5.38	-	-	142.80	-	13.00	HOUR	130.26
767	142.80	-	-	-	-	-	-	142.80	-	132.25	HOUR	1,663.71
768	1,962.84	-	-	-	-	-	-	142.80	1,820.04	124.50	HOUR	3,408.81
769	1,158.58	-	-	-	185.78	-	-	142.80	830.00	0.00	HOUR	-
770	865.99	-	-	332.99	185.78	204.42	-	142.80	-	179.50	HOUR	1,798.62
771	387.36	-	-	151.53	-	93.03	-	142.80	-	231.50	HOUR	2,319.63
772	142.80	-	-	-	-	-	-	142.80	-	76.00	HOUR	761.52
773	147.73	-	-	-	4.93	-	-	142.80	-	0.00	HOUR	-
774	3,879.15	-	-	757.25	2,007.15	464.88	-	142.80	507.07	169.75	HOUR	1,700.97
775	2,429.81	-	-	673.85	692.41	413.68	-	142.80	507.07	132.25	HOUR	1,325.21
776	233.42	-	-	56.15	-	34.47	-	142.80	-	106.00	HOUR	1,062.13
777	2,814.10	-	-	459.26	1,423.03	281.94	-	142.80	507.07	216.00	HOUR	2,164.32
778	2,436.75	-	-	811.47	477.24	498.17	-	142.80	507.07	145.50	HOUR	1,457.91
779	459.56	-	-	-	316.76	-	-	142.80	-	109.50	HOUR	1,097.19
780	596.84	-	-	166.22	185.78	102.04	-	142.80	-	119.00	HOUR	1,192.39
781	324.03	-	-	112.29	-	68.94	-	142.80	-	167.00	HOUR	1,673.34
784	142.80	-	-	-	-	-	-	142.80	-	110.50	HOUR	1,107.21
785	1,077.18	-	-	148.43	694.83	91.12	-	142.80	-	137.00	HOUR	1,372.75
786	1,909.30	-	-	263.59	801.09	161.82	-	142.80	540.00	140.50	HOUR	1,407.83
787	1,635.97	-	-	111.64	756.99	68.54	-	142.80	556.00	140.50	HOUR	1,407.82
788	1,418.81	-	-	111.11	540.69	68.21	-	142.80	556.00	110.25	HOUR	1,104.71
789	1,124.03	-	-	148.43	185.68	91.12	-	142.80	556.00	177.25	HOUR	1,776.05
790	938.35	-	-	148.43	-	91.12	-	142.80	556.00	128.50	HOUR	1,287.57
791	1,286.81	-	-	187.09	304.06	114.86	-	142.80	538.00	144.00	HOUR	1,442.88
792	740.16	-	-	36.78	-	22.58	-	142.80	538.00	136.00	HOUR	1,362.72
793	1,838.20	-	-	423.39	474.09	259.92	-	142.80	538.00	133.50	HOUR	1,337.70
794	2,342.68	-	-	533.21	801.33	327.34	-	142.80	538.00	135.50	HOUR	1,357.73
795	1,635.21	-	-	321.13	322.24	197.14	-	142.80	651.90	210.00	HOUR	2,104.20
796	696.80	-	-	-	-	-	-	142.80	554.00	0.00	HOUR	-
797	2,000.49	-	-	371.07	663.82	227.80	-	142.80	595.00	268.25	HOUR	2,687.93
798	886.03	-	-	74.21	28.46	45.56	-	142.80	595.00	182.50	HOUR	1,828.70
799	1,528.28	-	-	214.86	443.72	131.90	-	142.80	595.00	158.00	HOUR	1,583.23
800	851.97	-	-	39.35	-	24.16	-	142.80	645.66	240.50	HOUR	3,025.59
801	1,025.09	-	-	213.33	-	130.96	-	142.80	538.00	170.50	HOUR	1,708.41

**BROWN COUNTY HIGHWAY DEPARTMENT
EQUIPMENT COST ANALYSIS-2016**

Unit Number	Total Cost	Fuel Cost	Lubricants/ Antifreeze	Repair Labor	Repair Materials	Overhead	Tires/ Batteries	Sundry	Depreciation	Hours	Unit Type	Revenue
802	940.80	-	-	-	-	-	-	142.80	798.00	255.25	HOUR	2,557.61
803	680.80	-	-	-	-	-	-	142.80	538.00	171.75	HOUR	1,720.94
804	2,686.15	-	-	73.68	1,619.87	45.23	-	142.80	804.57	244.75	HOUR	7,171.18
805	206.77	-	-	38.66	1.58	23.73	-	142.80	-	251.50	HOUR	2,520.09
806	3,237.83	-	-	665.34	1,597.23	408.46	-	142.80	424.00	284.00	HOUR	2,845.80
807	5,822.14	-	-	590.48	4,302.36	362.50	-	142.80	424.00	151.00	HOUR	1,513.10
808	890.32	-	-	-	199.52	-	-	142.80	548.00	185.50	HOUR	1,858.75
809	201.30	-	-	36.25	-	22.25	-	142.80	-	7.00	HOUR	70.14
810	1,787.32	-	-	-	199.52	-	-	142.80	1,445.00	36.50	HOUR	365.73
811	930.35	-	-	148.43	-	91.12	-	142.80	548.00	196.50	HOUR	1,968.93
813	1,325.64	-	-	148.43	546.51	91.12	-	142.80	396.78	136.50	HOUR	1,367.73
814	752.95	-	-	132.21	-	81.16	-	142.80	396.78	117.50	HOUR	1,177.35
815	1,006.09	-	-	130.98	-	80.41	-	142.80	651.90	117.50	HOUR	1,177.35
817	731.85	-	-	241.36	199.52	148.17	-	142.80	-	246.75	HOUR	2,472.54
818	295.80	-	-	94.80	-	58.20	-	142.80	-	194.00	HOUR	1,943.88
819	342.32	-	-	-	199.52	-	-	142.80	-	0.00	HOUR	-
820	142.80	-	-	-	-	-	-	142.80	-	100.50	HOUR	1,007.01
821	263.62	-	-	74.86	-	45.96	-	142.80	-	145.50	HOUR	1,457.91
822	142.80	-	-	-	-	-	-	142.80	-	187.50	HOUR	1,878.82
823	168.88	-	-	-	-	-	-	142.80	26.08	27.50	HOUR	345.96
824	468.75	-	-	-	-	-	-	142.80	325.95	84.25	HOUR	844.19
825	293.86	-	-	93.60	-	57.46	-	142.80	-	208.75	HOUR	2,091.75
826	142.80	-	-	-	-	-	-	142.80	-	54.75	HOUR	548.65
828	978.47	-	-	168.99	562.94	103.74	-	142.80	-	196.50	HOUR	1,968.95
829	1,318.05	-	-	410.83	512.21	252.21	-	142.80	-	242.75	HOUR	2,432.36
830	142.80	-	-	-	-	-	-	142.80	-	107.00	HOUR	1,072.14
832	468.75	-	-	-	-	-	-	142.80	325.95	79.25	HOUR	794.10
836	1,499.55	-	-	326.55	410.40	200.47	-	142.80	419.33	133.25	HOUR	1,335.17
837	1,336.58	-	-	148.43	534.90	91.12	-	142.80	419.33	116.25	HOUR	1,164.83
838	804.33	-	-	150.07	-	92.13	-	142.80	419.33	235.50	HOUR	2,359.74
839	633.24	-	-	-	71.11	-	-	142.80	419.33	238.00	HOUR	2,384.82
840	1,003.14	-	-	112.98	-	69.36	-	142.80	678.00	115.00	HOUR	1,152.31
841	820.80	-	-	-	-	-	-	142.80	678.00	113.50	HOUR	1,137.27
842	1,360.57	-	-	74.21	300.00	45.56	-	142.80	798.00	189.00	HOUR	1,893.78
843	1,896.13	-	-	221.35	598.09	135.89	-	142.80	798.00	249.75	HOUR	2,502.50
844	2,122.62	-	-	56.15	1,343.20	34.47	-	142.80	546.00	185.50	HOUR	1,858.72
845	903.96	-	-	56.15	124.54	34.47	-	142.80	546.00	148.00	HOUR	1,482.96
846	690.83	-	-	-	2.03	-	-	142.80	546.00	163.00	HOUR	1,633.26
847	688.80	-	-	-	-	-	-	142.80	546.00	112.00	HOUR	1,122.24
848	853.20	-	-	36.25	-	22.25	-	142.80	651.90	128.75	HOUR	1,290.08
849	853.20	-	-	36.25	-	22.25	-	142.80	651.90	98.25	HOUR	984.47
850	978.33	-	-	-	316.36	-	-	142.80	519.17	117.75	HOUR	1,179.97

**BROWN COUNTY HIGHWAY DEPARTMENT
EQUIPMENT COST ANALYSIS-2016**

Unit Number	Total Cost	Fuel Cost	Lubricants/Antifreeze	Repair Labor	Repair Materials	Overhead	Tires/Batteries	Sundry	Depreciation	Hours	Unit Type	Revenue
851	487.25	-	-	-	-	-	-	142.80	344.45	0.00	HOUR	-
854	142.80	-	-	-	-	-	-	142.80	-	25.50	HOUR	255.52
999	12,013.51	7,697.49	549.52	1,271.45	1,714.85	780.20	-	-	-	1124.25	HOUR	76,214.22
100000WT	-	-	-	-	-	-	-	-	-	1.00	HOUR	73,604.00
Totals	3,663,593.69	531,640.42	34,293.10	793,425.42	787,548.95	487,089.07	59,475.34	78,254.40	891,866.99	180,650.12		4,435,011.78

Fuel Cost	531,640.42	100000WT	State Winter Availability Payment	EQ Allocated Other Areas:
Lub/Antifreeze	34,293.10	999	Miscellaneous Adjustment/Rentals	065, 073, 270, 500, 504, 507, 508, 509, 510, 511, 512,
Repair Labor	793,425.42			513, 515, 517, 522, 523, 524, 525, 526, 532, 536, 538,
Repair Materials	787,548.95	01	Hours	539, 561, 571, 583, 584, 585, 593, 594, 597
Overhead Cost	487,089.07	03	Miles	
Tires/Battery Cost	59,475.34	04	Days	
Sundry Cost	78,254.40	05	Tons	
Depreciation	891,866.99			
Total Cost	3,663,593.69			
Total Revenue	4,435,011.78			
Gain (Loss)	771,418.09			